

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

F1 Zandvoort — F2 Monza — F3 Rouen — John Miles





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AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the GPO as a newspaper 27 June 1969 Volume 38 Number 26

editorial

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SANITY AT LAST

THE meeting convened between the CSI and the Formula 1 constructors to coincide with the Dutch Grand Prix last weekend has supplied a ray of hope to everyone who is fed up with the squabble over aerodynamic devices on Grand Prix cars. No-one can blame constructors like Lotus and Brabham for trying to fit their cars with any rear flipper that the Dutch Grand Prix organisers allowed them to get away with, but the CSI have now realised that they were short-sighted to say before the Monaco Grand Prix simply "Wings are banned" and leave individual scrutineers to decide what constituted a wing.

The Dutch meeting set out to end this confusion and lay down definite rules, bearing in mind that the constructors will still be anxious to get any negative lift that they can find from any component at the back of the car. The rules now accept this fact, and state: no aerodynamic device may be adjustable or movable while the car is in motion, although they can have adjustable mountings; the highest point of the back of the car may be no more than 80 cm (plus the ground clearance of the car) from the ground; total width is limited to 110 cm; and any part must be firmly and permanently fixed to the bodywork of the car itself. Similar rules govern the size and mounting height of front flaps.

These rules take immediate effect in Formulae 1, 2 and 3—and as we went to press all the F2 boys were busily redesigning their tail sections to take maximum advantage of the rules before leaving for the high speed race at Rheims this weekend.

A further meeting in two weeks' time is to discuss the aerofoil situation on sports cars which, since the controversial Le Mans decision to allow the big Group 4 Porsches to retain their movable flaps, has been the subject of much argument and criticism. The Amsterdam meeting also discussed long-term problems, like the unsatisfactory nature of the present Group 4 and 6 rules, and the possibilities of halting the escalating cost of Formula 1 with a new Grand Prix formula. The CSI have strengthened their position with this meeting by ensuring that constructors like Ron Tauranac were actually present and could be involved in deciding about the new rules—which should have happened in the first place. We will describe the meeting in more detail next week.

our cover picture

Ferrari had their best Grand Prix since last year's Brands Hatch at Zandvoort on Saturday, for Chris Amon, after a troubled practice period, drove a very spirited race into third place. Here his car—wearing an up-swept tail panel typical of the now wingless F1 cars—awaits the start in the pits.

Photo: Peter Burn.

pit & paddock

908 Porsche for CanAm Series Giant Tour de France Fiat buy Ferrari

Dean on the CanAm trail

Tony Dean will not, as he earlier thought, be buying a Porsche 917 for this season as he has already bought the Targa Florio-winning 908 Spyder. His first outing with this car will be at the Watkins Glen Six Hours FIA sports car championship race, where Vic Elford will co-drive with either Dickie Attwood or Dean. Then Tony will stay in America to do the CanAm series with the 908. With its light weight and high reliability factor it should be a good mount, particularly in the wet.

Meanwhile now that they have won the FIA championship, Porsche seem to be disposing of their entire fleet of 908s. Their Porsche Austria subsidiary have two, Alain de Cadenet has bought one, and so have both Richard Brostrom and Sten Axelsson; Masten Gregory is to drive Brostrom's in major events.

£25,000 Tour de France

As already mentioned in *Pit and Paddock*, the Tour de France is returning this year to its old status of a full-blooded nine-day road race catering for everything from a Group 1 Mini to a Group 6 Matra prototype or a Lola-Chevrolet Mk 3B. The entry fee is £150 for a privateer (provided he accepts the organisers' contracted advertising on his car) and entries close on July 1, with additional entries acceptable at an increased fee up to July 7. The total prize fund, thanks to sponsorship from Bic, BP, Carreras, Dunlop, Elf, Ferodo and Ford France, stands at over £25,000. The 3000-mile route includes nine circuits—Spa, the Nürburgring, Le Mans, Rouen, Rheims, Magny-Cours, Clermont-Ferrand, Nogaro and Albi—and nine hill-climbs, including Mont Ventoux and Chamrousse. There are also a couple of road special stages, and the whole lot are linked by a common route with a set average speed. The organisers of the event, which runs from September 18 to 26, are the ASA de France, 136 Rue de Longchamp, Paris 16e (telephone

704.76.21); Barry Boardman can answer enquiries at 01-486 1244.

Bond wins Hameenlinna

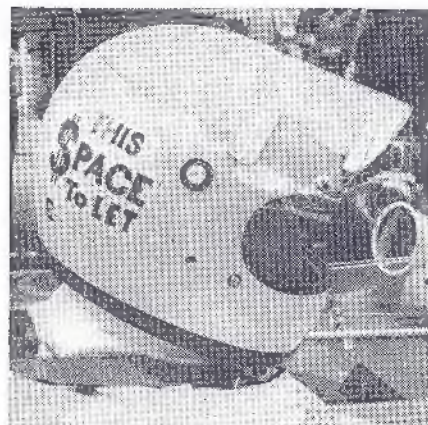
Bev Bond scored a convincing win in Finland on June 15 at Hameenlinna where he beat Freddy Kottulinsky's Lotus 59 with his Brabham BT21B. Bond was second fastest in practice to the Swede, who made the better start and led the race for the opening two laps. Bond got by on lap 3 and pulled away from the dice which had developed between Kottulinsky and Leo Kinnunen (Titan Mk 3), with Mike Beckwith's Lotus 59 catching them up from behind and setting joint fastest lap with Kinnunen. Halfway through the race several cars had deposited their oil over the track, making conditions extremely hazardous and dropping lap times by 3 secs.

These conditions allowed Kottulinsky to close up on Bond, after finally shaking off Kinnunen, who had been slowing him down. As Bond crossed the line he still had a comfortable 5 secs over Kottulinsky, while Beckwith, who was set to take over third and challenge for second spot, was lucky to hold fourth as a stone had holed his radiator in the closing laps. Fifth was Torsten Palm's BT21B with Ulf Svensson sixth in his BT28.

New owner for Prancing Horse

News is just leaking out in Italy that, after years of negotiation, the giant government-sponsored Fiat organisation has finally bought out Ferrari. The sum of money is said to be very considerable indeed, but this is hardly surprising for there are few names in the automobile world which carry quite so much prestige.

Although rumours were rife, last week no official confirmation or denial was forthcoming—until Saturday evening, when a terse Fiat handout stated: "Following the meeting between Fiat's president Gianni Agnelli and Enzo Ferrari it has been decided, with the



Jochen Rindt's space-man helmet carried no advertising at the Dutch Grand Prix, but they say every man has his price . . .

principal aim of assuring the continuity and development of the Ferrari company, that the association of technical collaboration at present in operation with Fiat will be transformed into a representative ownership during the year."

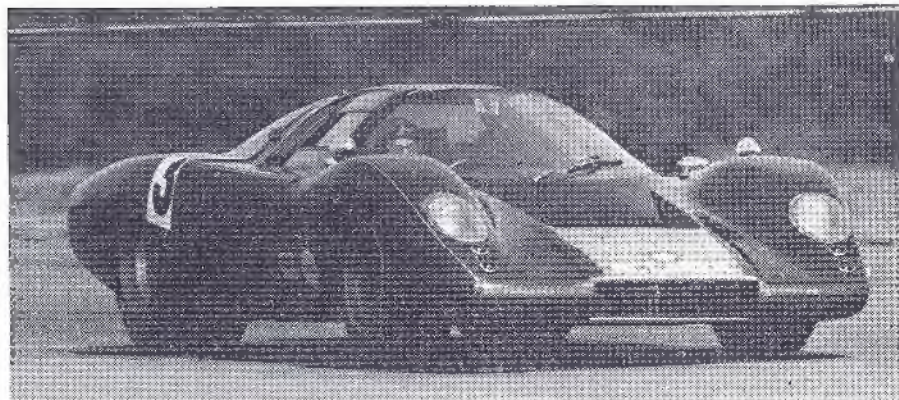
One can only conjecture what the effects of the takeover might be. However, Enzo Ferrari is now into his 70s, and on the racing front at least Scuderia Ferrari has shown signs recently of over-diversification and perhaps a lack of positive direction. Perhaps the coming of Fiat will change this—although obviously Fiat will want to continue with projects that they have already blessed, like the Dino F2 car, which now has a new four-valve engine.

The injection of Fiat money is certainly what has enabled the Group 4 512S project to become reality, and the Italian press see no reason why the birth of the W18-cylinder Grand Prix engine, on which Mauro Forghieri is now working, should not be equally easy. At the moment Ferrari enter but one car in Formula 1 racing, and its record has been, through no fault of its driver Chris Amon, pretty dismal of late. One can't see a situation like that being allowed to continue in a company controlled by the dynamic Signor Agnelli and his henchmen.

F2s at Rheims

The fourth non-championship F2 race in successive weeks takes place on the ultra-fast slipstreaming Rheims circuit in France on Sunday. Jochen Rindt and Graham Hill head the entry list with the Winkelmann Lotus 59Bs, while a full Matra MS7 turn-out has been gathered with Jackie Stewart and Johnny Servoz-Gavin in the John Coombs cars and Jean-Pierre Beltoise and a recovered Henri Pescarolo in the works machines. François Cevert and Nanni Galli will represent the Tecno firm, while Patrick Dal Bo and Eric Offenstadt will have the works Pygmées. The final non-Brabham challenge comes from the three BMWs for Jo Siffert, Dieter Quester and Hubert Hahne. Leading the Brabham contingent will be Jackie Jelox once again in Alistair Walker's BT23C, while in newer BT30s will be Piers Courage, Alan Rollinson having his first F2 race with his new car, Kurt Ahrens and Peter Westbury. Robin Widdows will be in the Gerard BT23C, which has won the last two F2 races, while also in BT23Cs will be Graham McRae and Graham Birrell, with Enzo Corti in an older BT23.

There is a supporting F3 race, which will be a round of the Craven A championship, and features all the French circus plus



This is David Prophet's unique McLaren-Chevrolet M6GT (the car that never got homologated into Group 4) which the Midlander was testing at Silverstone last week. Prophet will be driving the car in the Norisring 200 Miles on Sunday.

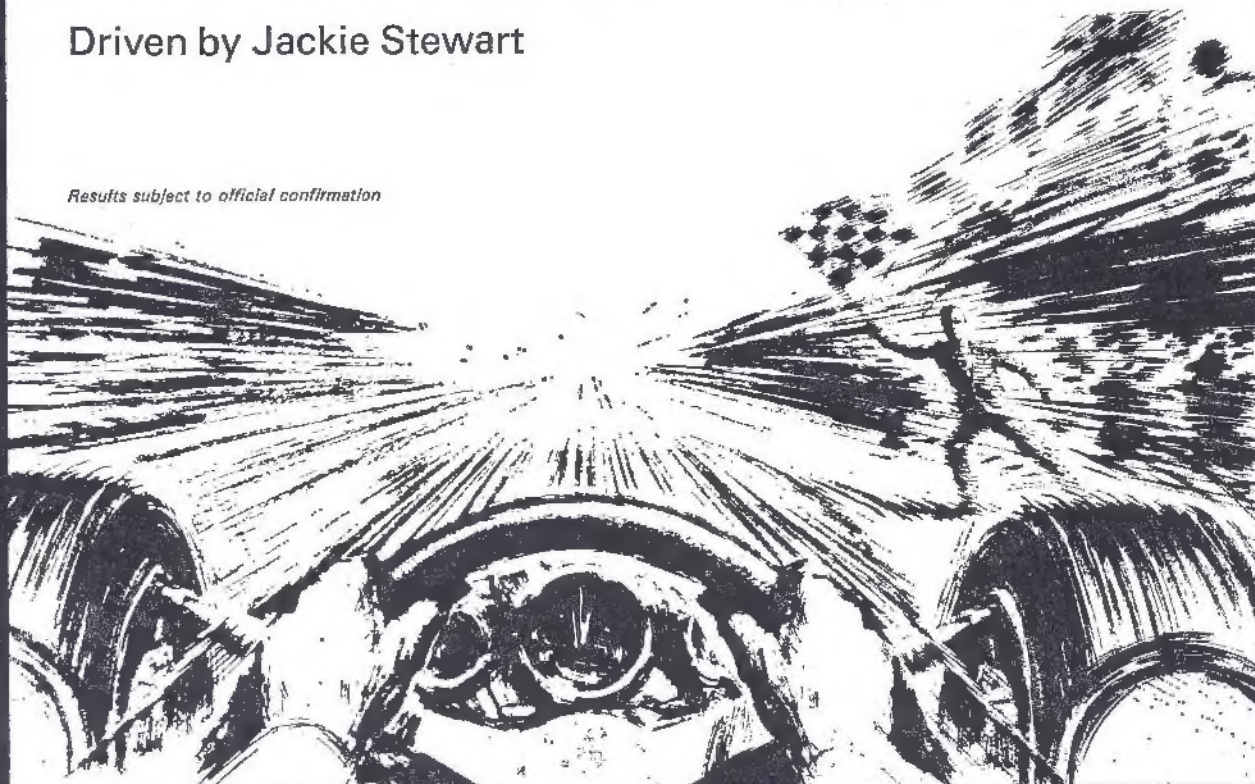
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Spa safety changes after all

Modifications are to be made to the Spa-Francorchamps circuit after all, following a further visit recently by Jo Bonnier, Jackie Stewart and Jochen Rindt. An optional chicane is to be installed just before the Masta Straight which will, when in use, reduce the very high speeds reached along this section, and among the corners to receive much more substantial crash barriers is Les Combes, where Brian Redman had his nasty accident in the Cooper-BRM last year. However, it still seems unlikely that the circuit will be used again for Grand Prix racing.

Yarborough v Yarbrough

After a fantastic dice to take the lead from fellow Mercury driver Cale Yarborough, Lee Roy Yarbrough crashed his Mercury Cyclone on the last lap, which meant that he was classified fourth, in the NASCAR Motor State 500 at the new Michigan International Speedway on June 15. Bobby Allison's Dodge and both Yarbrough and Yarborough took turns at leading. This last lap coming together elevated David Pearson and Richard Petty in Ford Talladegas to second and third places.

A whole scene going, going, gone

The end of Cooper's 1968 Formula 1 team and their hopes for Formula A came under the crash of the suctioneer's hammer recently when three Formula 1 chassis, one complete with engine and 'box, and a complete Cooper-Vegantune T90 F5000, and one T90 rolling

chassis were sold together with a spare BRM V12 engine. For the lucky few at the auction there were some good bargains: John Scott Davies picked up Vic Elford's T86B F1 car complete for £1500, which is what a reasonable Formula Ford would cost. The complete T90 F5000 was bought for just £2225 by former Lotus-Bristol driver Chris Warwick Drake. Two T86B monocoque rolling chassis went for £530 and £500 respectively, while the T90 rolling chassis went for £500. Another rock bottom price was £650 for the BRM V12 engine, less than the cost of a twin-cam Ford! Alain de Cadanet had bought one of the transporters beforehand, and so all that remains of Cooper's *équipe* are some F1 and F5000 jigs, and several spares, wheels and so on, which they wish to sell as one lot.

Meanwhile, despite rumours of a Cosworth DFV Ford-powered Cooper being tested by a top line F1 driver and imminent sponsorship, it seems that the famous name has no future in F1 at the present time.

European Hillclimb Championship

The second round of the European Hillclimb Championship at the German Rosfeld course on June 8 produced another win for Peter Schetty's works flat-12 Ferrari 212E, the Swiss driver's aggregate for his two climbs being 6 m 27.91 s. Michael Weber's Alfa Romeo Tipo 33 was second (6 m 34.73 s) ahead of Luigi Taramazzo and Helmut Leuze in 2-litre Group 6 Abarths and Toni Fischhaber in another Tipo 33.

This was followed last Sunday by round 3 at the French venue of Mount Ventoux, and once again Schetty was unbeatable, knocking almost 12 secs off Mitter's old hill record with a time of 10 m 0.5 s—and this despite very foggy conditions near the summit of the 124-mile climb. Second and third were the

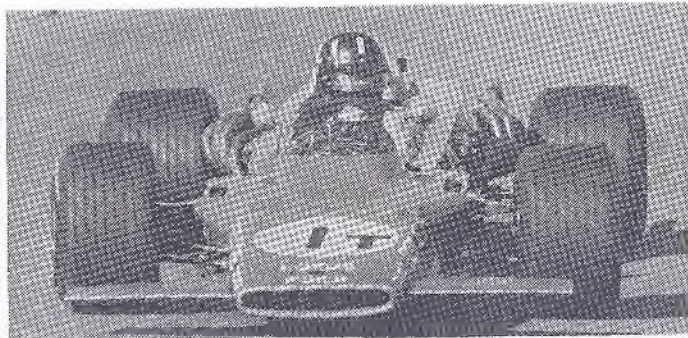
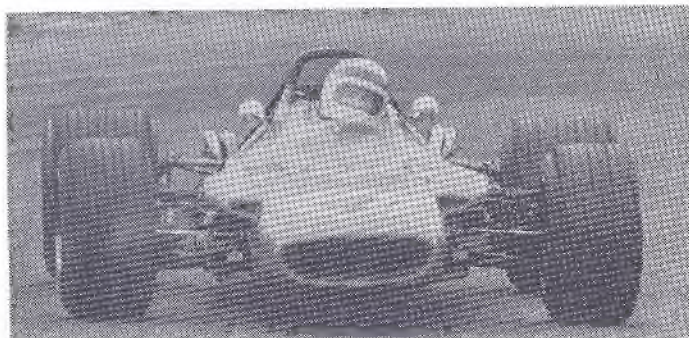
works 2-litre Abarths of Arturo Merzario and Johannes Ortner followed by Fischhaber and Taramazzo. Sixth overall was Jeremy Richardson's Ginetta-Climax G16A, whose 11 m 27.1 s beat the Tecno-FVA of Daniel Rouveyran.

GTs, F3s and FFs at Anderstorp

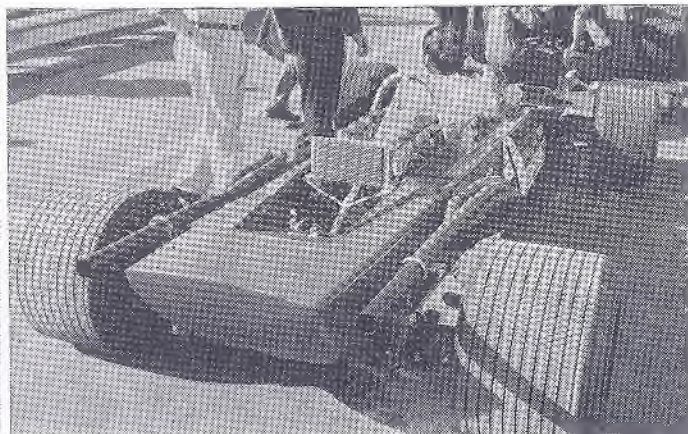
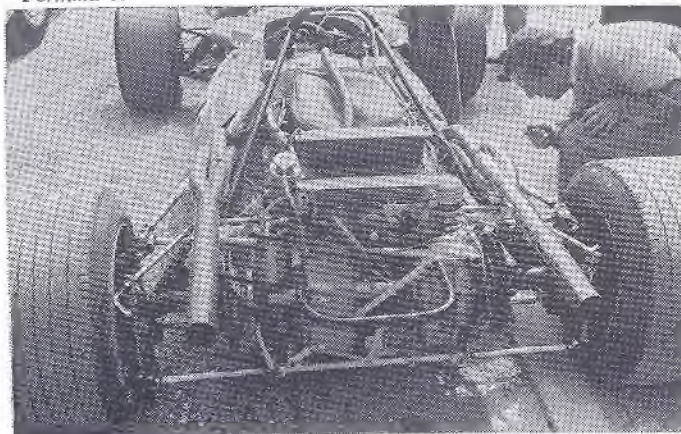
Round 4 of the European Cortina championship and a Formula 3 Swedish championship race feature at the Scandinavian Raceway Anderstorp circuit on Sunday. In the F3 race Reine Wisell will be missing both Mallory and Rheims to challenge Ronnie Peterson's Tecno with the works Chevron. In the FFs the usual brigade including Trimmer, David Walker, Harness, Claude Bourgoignie, Fittipaldi, Fox and Gerry Birrell will be present, plus Dave Morgan who now has an Alexis. Other F3s include Bill Stone (McLaren) and Barrie Smith (Chevron), while in the GT event there are Chevron-BMWs for Guy Edwards and Willie Green, Roger Nathan's Astra, Masten Gregory and Sten Axelsson in Porsche 908s and Richard Brostrom in his 910.

Norising 200

Not governed by the FIA three- and five-litre G4/6 rules is Sunday's Nürnberg 200 miles at the Norisring in Germany. Thus some very interesting cars have been assembled including Mike Hailwood in Malcolm Guthrie's 5.7 Mirage, Jonathan Williams in the McLaren M1C-based Serenissima, Pedro Rodriguez in a 4.2 Ferrari P4 CanAm and a collection of Porsche 908s. Chris Craft/David Piper will be in Alain de Cadenet's newly-acquired example, while other 908 pilots are expected to include Vic Elford, Rolf Stommelen, Gerhard Koch and possibly Jo Siffert/Brian Redman.



Although neither of them raced, the new 4wd cars from Matra (left) and Lotus (right) attracted a lot of attention at Zandvoort in practice. The Matra is far bulkier than the Lotus, but has had more testing and was going quicker; the Lotus was handicapped by incorrect spring rates. Both are described by Patrick McNally in our Grand Prix report starting on page 26; next week John Bolster will discuss the 4wd trend in Formula 1.



Sports Car Show

The Racing Car Show at Olympia is now a biennial fixture, and in 1968 the BRSCC filled the gap with the rather disappointing Autospeed exhibition. Next January they are trying a different idea: the Specialist Sports Car Show and Accessory Supermarket, to give it its full title. The venue will again be the Horticultural Halls, Westminster, and sponsorship is coming from the *Daily Mail*. The show is confined to two-seater specialist sports and GT cars, and all the accessories that go with them; pukka racing cars will not be involved. Dates of the show are January 7 to 17.

The next international Racing Car Show, organised as usual by the BRSCC with SMMT support, will be at Olympia on January 6-16 1971; the 1973 Olympia dates are January 10-20.

Weekend racing at Brands Hatch . . .

Brands Hatch on Sunday features both Formula Ford and FVee races. In the former Dick Barker (Alexis) will have Colin Crang, Ian Foster, Ed Patrick and Henry Clark (Merlyns) to contend with, while the latter should see a scrap between the Austros of Steve Matchett and Fred Saunders. This BARC event starts at 2.30 pm.

Snetterton . . .

At Snetterton the Romford Enthusiasts' CC are running a club meeting which will feature such varied cars as Louis Parsons' *libre* Brabham-SCB BT21B, Glynn Giusti's MG TB and Stan Challis' Mini. Other notable competitors include Malcolm Payne with an FF Lotus 61, Bob Jarvis (F4 Vixen-Imp) and Richard Cardew (Titan Mk 4). First race is at 2.30 pm.

. . . and Cadwell Park

There is a good entry, particularly in the GT, saloon and Formula Ford events, for the BRSCC's Cadwell Park meeting on Sunday. John Wales and Rod Pickering in the BPGs look favourites for the FF, although they will have to dispose of Gary Rodrigues' Lotus 61, while other leading contenders for this meeting which starts at 2 pm include Ian Mitchell (BRM), Peter Wright (Emeryson) and Alan Fowler (Mercury GT).

Briefly . . .

● In recognition of JW Automotive's second consecutive Le Mans win, the BARC has awarded one of its Gold Medals to John Wyr. The medal is awarded for "outstanding achievement in motor racing by British subjects." The BARC include in the award acknowledgement of previous victories scored by Wyr-managed teams—including the Aston Martin wins at Goodwood in all three Nine Hours races and the Tourist Trophy in 1958 and 1959.

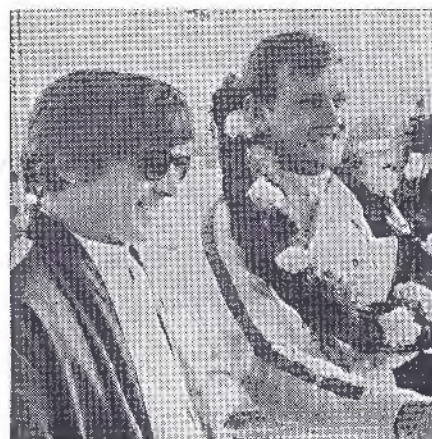
● An additional date, the Campo Blenio hillclimb in Switzerland, has been added as a qualifying round of the European Cortina championship. On August 17, the event is on a very difficult 2-mile hill with nine bends and a tunnel; it will only count for half points. Its inclusion now means that competitors' best six of seven events will count.

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● It is possible that former Merlyn F3 driver Dave Walker will soon be back in F3, for in the early part of July Lotus Components will be giving the Australian a test in a Lotus 59 following his recent outstanding performances in Jim Russell FF Lotus 61s. Also in on the testing will be Claude Bourgoignie, for whom a Lotus F3 drive was rumoured at the beginning of the year, and the third JRRDS team member Mo Harness.

● Bob King, boss of Racing Preparations, who manufacture Royale Formula Ford cars and four-cylinder Climax engines, recently returned from the USA with orders for \$122,000 worth of FFs (37 cars) and \$15,000 worth of 2-litre FPF engines.

● Charles Lucas recently went over to America and while he was there he found time to fit in a Formula B race with a Titan. In the race at Portland in Oregon he soon passed Mike Eyre's Brabham, which retired after seven laps with gearbox trouble. However, Luke retired with lack of oil pressure, and the event was won by Jon Milledge's Brabham BT21 from Ray France in another Brabham and Earl Jones in a Titan.



Trevor Taylor (left) and John Fitzpatrick look suitably happy after their superb drive in last Sunday's Brands Hatch 6 Hours, in which their 1300 Broomfield Escort GT was narrowly beaten for overall victory by the turbocharged BMW 2002T1K of Dieter Quester/Hubert Hahne.

Sunday's Mallory

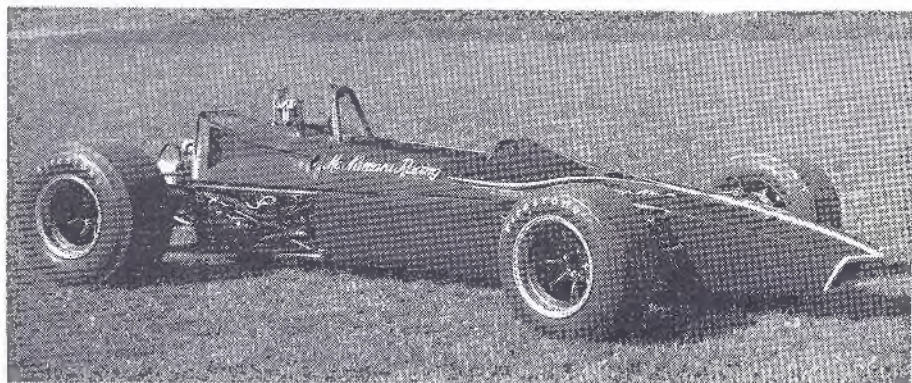
FOLLOWING the extremely exciting and successful Crystal Palace F3 race, the BRSCC are anticipating a big crowd at Mallory Park on Sunday where the F3 Guards 4000 Gns, to be run in two heats and a 50-lap final, is the main attraction. Despite the clash with F3 Rheims which has attracted several of the leading men after the Craven A championship, the Midland Centre of the club has attracted a fine entry. This is led by Tim Schenken, Bev Bond and Richard Scott with their Brabham BT28, 21B and 21 respectively. Lotus will be out in force with Roy Pike and Mo Nunn in the GLTL 59s, Tetsu Ikusawa and Mike Beckwith in their similar cars and Swede Freddy Kottulinsky in his. Barrie Maskell, Simon Saye and Brendan McInerney represent the Chevron interest, while other leading contenders include Jurg Dubler and Peter Gaydon in Tecnos, Philippe Vidal making his return to F3 with a Dubler BT21B, Keith Jupp (BT28) and Sverrir Thoroddsson, the Icelandic driver coming back to racing with a BT28 after a couple of years' absence.

Other combinations to watch will include Peter Deal (BT18), Norman Foulds (BT21B), David Cole in the Alexis Mk 12, Mike Walker giving the unusual new Puma its first outing, the EMC for an unannounced driver and Jacques Lafitte in the Martini. Werner Reidl or Helmut Marko will give the new Mc-

Namara its first race, and other interest will be provided by Paul Tucom in a French Pygmée and Swede Eddie Jacobsson in a BT21B.

Supporting this event is an up to 2-litre Group 4 20-lapper, and two races for the British G5 championship. In the G4 event the Chevron-BMWs of the works, John Burton, Chris Skeaping, John Lepp, Terry Croker, Clive Baker, Peter Brown, Paul Ridgway, John Bamford, Tim Stock, Phil Silverston and David Farnell take on Porsche Carrera 6s for Tony Dean and Richard Shardlow, and the Lotus 47s of Dave Garrett, Graham Lynch or Ken Crook and John Calvert.

The G5 race has all the usual championship men on hand with the Broomfield Escorts of Chris Craft and John Fitzpatrick, the BLMC Minis of John Rhodes and John Handley and Britax Minis of Gordon Spice and Steve Neal contesting the 1300 division, and Alec Poole, Rob Mason and Harrie Williams in 1-litre Minis up against Lawrie Hickman's Escort in the small class. In the larger capacity race Roy Pierpoint and Mike Kearon will be in their Camaros against the Falcons of Terry Sanger, Martin Birrane and Dennis Leech. Nick Faure's Porsche 911 leads the 2-litre brigade, with his main opposition coming from the Escort TCs of Frank Gardner, Mike Crabtree, Barry Pearson and possibly Willie Green in Willie Kay's car, and Brian Robinson's Cortina.



Newcomer to the F3 scene which will make its debut in the Mallory Park 4000 Gns is the McNamara Mk 3, which will be driven by either Helmut Marko or Werner Reidl.

correspondence

TV coverage at Le Mans

I WOULD like to express my lack of sympathy with Mark Cole, who complained (*Correspondence* last week) about the BBC's television coverage of Le Mans.

Has it ever occurred to him that the majority of racing enthusiasts like to see racing cars in action, even if the pictures are 45 minutes late? Even if the start and finish were shown late, I am sure that Mr Cole himself would rather watch that than no start and finish at all.

If this is the public's attitude towards what must have been a very expensive project on the part of the BBC, 1969 will probably be the last year of their television coverage.

WALLINGTON, SURREY.

P. M. STOKER.

Formula Ford—use racing tyres

AS both a motor racing fan and a competing driver in Formula Ford, I feel compelled to agree with recent criticism of the formula to a certain extent. It seems self-evident that the enormous success of the formula is due primarily to the basic precepts that the formula should be (1) of minimum practical cost, to allow maximum participation, and (2) for real racing cars, to serve as a proving ground for drivers of the future.

Certainly one would expect a successful new class to suffer from growing pains, but when a formula becomes destructive of its own ends, it should be changed. Formula Ford owners are currently forced to live with a rule which is costing them money, valuable experience, safety, and spectator support. I am referring to the ban on racing tyres.

The tyres which are now being used on FFs require "scrubbing" until there are only a couple of millimeters of tread left before they are safe to race on at competitive speeds. The cost of scrubbing tyres, including car and engine wear, track fees, etc, more than offsets the apparent saving in tyre cost. In addition, once a set of tyres are properly scrubbed, the remaining tread will only last a very few races. Racing tyres do not require extensive scrubbing and would last half the season.

Tim Schenken recently stated that the biggest adjustment required when making the transition from FF to F3 was the precision of response of the F3 compared to the FF. Having driven an FF with racing tyres (permitted in the USA) and then one with radials as European FFs must use, I was impressed by the loss of precision on the radials. A Formula Ford on racing tyres handles like a real racing car. Why rob "drivers of the future" of such experience?

In addition it would seem obvious that, in terms of racing safety, there is no satisfactory substitute for tyres designed for the job. Will

it take a serious injury to prove the inadequacy of road tyres for racing? And the handling improvements resulting from the use of racing tyres would considerably raise lap speeds and hence spectator interest. Perhaps then FF would be less reminiscent of FV. It would cost no more to put on a better show for the spectators.

A changeover to racing tyres, while retaining present wheel rim width restrictions, would be entirely within the spirit and intent of Formula Ford and beneficial to all concerned.

BRANDON, SUFFOLK.

GARY RODRIGUES.

Indy fuels

I AM gratified that J. B. Daly (*Correspondence*, June 6) read my article on Indianapolis qualifying so carefully. His points about the RM ratings and uses of Toluene and Methanol have been confirmed to me by William Kaplan, a development engineer with American Oil Co in Chicago, who of course supplied the fuel in Andretti's winning STP entry. My original, false, information was given to me by a technician at the track; once again I learn that I must always double-check everything!

My own faulty memory led me to say that USAC forbids petrol. In fact, I have now checked two different copies of the 1969 Championship Rules and can find no regulation of fuels, or of lubricants, at all. Amoco's Mr Kaplan tells me there is no particular difference in the five risk of the different fuels under discussion. According to Mr Fried of Langhorne Speedway, USAC officials did at one time sit to consider regulations of fuels, but gave it up due to problems of definition. It must have been a report of this meeting that I filed wrongly in my head.

As for the Ford turbocharger discharge temperature, that may well be 325 deg F. I was told the casing itself can reach temperatures of 1600 deg by the man who runs the "nuts-and-bolts store" in Gasoline Alley. He had a large sign posted saying that normal everyday bolts were safe only in applications not exceeding 800 deg F.

While we're correcting mistakes, I made a whooper in my report of the race by crediting A. J. Foyt with getting into the first turn first. In fact it was Andretti.

NORRISTOWN, PENNSYLVANIA, USA.

PETE LYONS.

Barker: Lotus v Alexis

I FEEL that I really must reply to Mike Warner's statement (*Pit and Paddock*, June 13), which implies that an Alexis Mk 15 is less competitive than a Lotus 61.

I think that Dick Barker's results in the six weeks that he has owned his Alexis can speak for themselves. He has had eight wins and currently holds three lap records, all in a privately owned car which does not differ in any way from the normal production machines sold to anyone. I do not know of any Lotus, privately owned or otherwise, that can boast this record.

Add to the above the three lap records currently held by Ian Ashley, and it does seem to me that the Alexis is anything but uncompetitive.

BIRMINGHAM, 8.

ALEX FRANCIS,
Alexis Cars.

The editor is not bound to agree with opinions expressed by readers.

AUTOSPORT DIARY

INTERNATIONAL EVENTS

June 28. Anderstorp, Sweden (F3, FF).

June 29. Trophées de France, Rheims, France (F2, F3).

Nuremberg 200 Miles, Norisring, Germany (G4/G6/G7).

Guards 4000 Gns, Mallory Park, England (F3, G4, G5).

July 4/6. Czechoslovakia Rally (European Rally Championship, Drivers' round 5).

July 6. French GP (World Championship, round 5), Clermont-Ferrand.

German Touring Car GP (European Touring Car Championship, round 6), Nürburgring, Germany.

Vila Real 6 Hours, Portugal (G4, G5, G6, FV).

Coupe Benelux, Zandvoort, Holland (G4, G6, G5, FV).

Jarama, Spain (G4/G6).

July 12/13. Watkins Glen Grand Prix, USA (FIA Group 4 & 6 Constructor's Championship, round 9; CanAm Series, round 3).

July 13. Flugplatzrennen, Tulla-Langenlebar, Austria (European F2 Trophy, round 5).

Wills Trophy, Croft, England (G4, G5, FF).

Granja do Marques Four Hours, Portugal (G4 and 6, G5, FV).

Trento-Bondone, Italy (European Mountain Hillclimb Championship, round 4).

July 13/14. Solitude, Hockenheim, Germany (G3, 4, 6 and 7, F3).

July 14. Magny-Cours, France (F3, G4 & 6).

July 16/19. Polish Rally (European Rally Championship, Drivers' round 6).

BRITISH CLUB EVENTS

June 28. MCC restricted race meeting, Silverstone, near Towcester, Northants, 11 am.

760 MC race meeting, Castle Coombe, near Chippenham, Wilts, 1.30 pm.

500 MRCI race meeting, Kirkistown, Newtownards, Belfast.

Liverpool MC Borras Hall restricted sprint, Borras Hall Airfield, near Wrexham, Denbighshire, 3 pm.

750 MC Dundee Centre Balgay Driving Tests, Balgay Park, Dundee, 5.30 pm.

MEC Annual Ant Tostal special stage trial, Newcastle Sanatorium, Newcastle, Co Wicklow, Ireland, 2.30 pm.

APOCCC restricted Guards Trophy autocross, Hillingdon Borough Show Ground, near Uxbridge, Middx, 2 pm.

June 28/29. Lincoln and District MC and LCC restricted Barnard Trophy Rally, The Link Service Station, Lincoln, 113/966895, 10 pm.

Bath MC Festival Rally, Bath Garages, James Street West, Bath, Somerset, 11.20 pm.

Sudbury Mammoth Old Tyme vintage car rally, Melford Hall, Long Melford, Sudbury, Suffolk, 9 am.

June 28. BRSCC Northern Centre Mid-Summer restricted race meeting, Cadwell Park, near Louth, Lincs, 2 pm.

Romford Enthusiasts' CC restricted race meeting, Snetterton, near Thefford, Norfolk, 2 pm.

BARC Yorkshire Centre restricted race meeting, Croft Autodrome, near Darlington, Co Durham, 2.30 pm.

BARC race meeting, Brands Hatch, Fawk-

ham, near Dartford, Kent, 2 pm.

BARC Bristol and Bath Centre restricted hillclimb, Wiscombe Park, near Honiton, Devon, 1 pm.

Nottingham SCC restricted sprint, Curborough, near Litchfield, Staffs, 2 pm.

South Wales AC restricted sprint, Llandow, Cowbridge, near Glamorgan, Wales, 2 pm.

East Surrey MC restricted slalom sprint, Blackbushe Airfield, near Blackwater, Hants, 1.30 pm.

Sevenoaks and District MC Players No 8 Championship restricted autocross, Bredhurst, Kent, 172/789614, 2 pm.

Rolls-Royce (Derby) MC Players No 6 Championship restricted autocross, Kedleston Hall, near Derby, 1.30 pm.

Chess Valley MC Chandy restricted autocross, Meadow Croft Farm, Askott, near Princes Risborough, Bucks, 159/813053, 2 pm.

Chislehurst MC Motornews Trophy restricted autocross, Shipley Bridge, near Horley, Surrey, 170/300403, 1.30 pm.

Gaynes CC restricted autocross, Heathgate Farm, Little Burstead, near Brentwood, Essex, 161/6651905, 1.30 pm.

Mid-Cheshire MRC closed autocross, Heathgate Farm, Great Warford, near Alderley Edge, Cheshire, 101/814776, 1.30 pm.

Dunlop MC Birmingham restricted Fort Driving Tests, Dunlop East Car Park, Ashfold Farm Road, Birmingham 24, 131/129908, 10 am.

Middlesbrough & DMG closed Summer Driv-

ing Tests, Teesside Park race course, 10 am.



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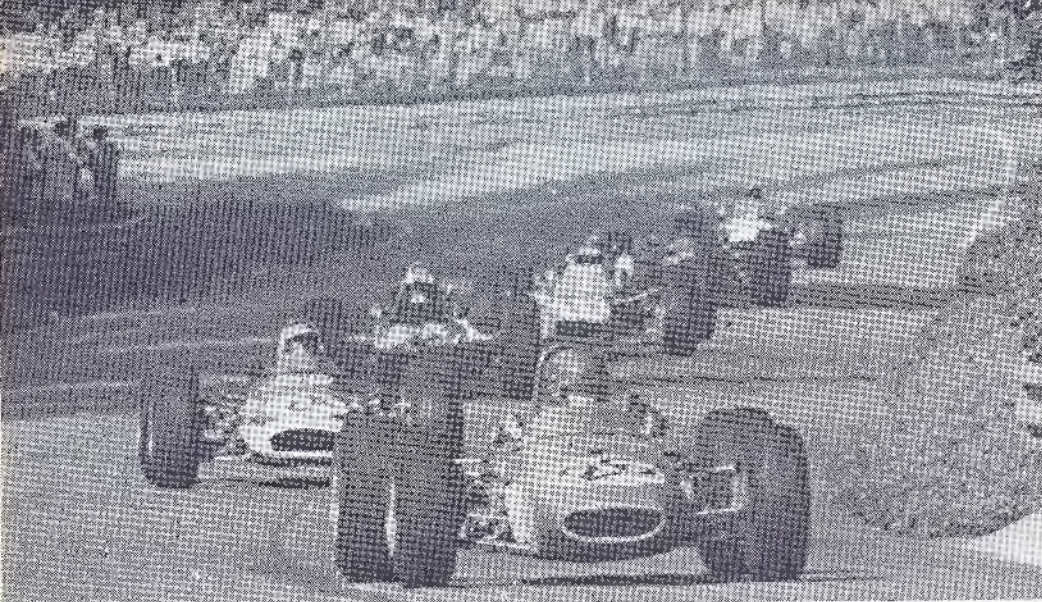
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Robin Widdows pushes the Gerard Brabham BT23C ahead, chased by Peter Westbury's BT30, François Cevert's Tecno and Jonathan Williams' De Tomaso.

Monza maestro Widdows

Gerard Brabham scores second win in two weeks despite spin—Westbury (BT30) second from Cevert (Tecno) and Guthrie (BT30)

By JOHN COMBER

SKILFUL driving and well-judged trackcraft gave Bob Gerard Racing their second consecutive F2 win at Monza last Sunday, when Robin Widdows brought the Firestone-shod Gerard Brabham to a very fine slipstreaming win. Widdows spun when firmly in the lead with only 17 of the 45 laps to go, but recovered in extraordinarily quick time to take the lead again and re-establish an advantage of nearly 3 secs.

Peter Westbury had his best outing yet in the Felday-entered Brabham BT30, outfoxing François Cevert (works Tecno). Malcolm Guthrie was only 0.2 sec behind Cevert, indicating that perhaps he is a driver who should be taken more seriously than he has been up until now. Derek Bell came fifth, a further 5 secs behind after losing touch with the leading group in the final laps of the race. Both his team-mates retired with mechanical trouble, and he was nearly beaten by the Ecurie Ecosse Brabham of Graham Birrell, who was a very close and competitive sixth.

Although there were as many as ten cars battling for the lead throughout the 45-lap race, it was free of serious accidents in spite of the very high speeds and extremely close slipstreaming battles.

ENTRY

ALTHOUGH Monza's F2 race clashed with the Dutch Grand Prix the previous day, entries for the Lotteria were good. Scfca Ferrari brought along three six-cylinder Dinos for regular F2 men Tino Brambilla, Derek Bell and Gianclaudio Regazzoni. The latest 24-valve engine with exhaust pipes both above and below the engine (pictured last week in P&P) made an appearance on the day before official practice began, but was not seen thereafter, and engineer Marelli stated that further development was required before the new cylinder heads could be considered raceworthy.

The Tecno Racing Team also had three cars (the first time they have run more than two) and Swedish F3 driver Ronnie Peterson joined the usual team of François Cevert and Nanni Galli. Peterson has won virtually all the important F3 races in Italy this year and, with his experience of Monza, was an obvious choice for the team.

Another works team was sent by Construccions Mécanique Pygmée, who entered their two blue MDB12s for Patrick Dal Bo and Eric Offenstadt. A works Merlyn entered by Bob Gerard was a non-starter, in spite of hard work to get it ready in time after its Hockenheim accident, to the disappointment of Philippe Vidal who had been asked to drive it.

The Matra International team sent one car

for Johnny Servoz-Gavin, who had his greatest triumph at Monza when he came second in the Grand Prix here last year. The only other car with works backing of any kind was the De Tomaso entered for Jonathan Williams. A very neat monocoque design, it was very cleanly prepared and distinctive in its pinkish paint job. The monocoque tub ends abruptly just behind the driver's back in the form of a light alloy casting, onto which the 9-series FVA engine is directly mounted as a stress-carrying component. There are tubular engine bearers, acting as additional supports, but the suspension hangs directly on another flattish casting which is sandwiched between the engine and gearbox.

All suspension parts, including the uprights, are self-manufactured and the thing is smothered with very expensive adjustable joints. Wishbones are wide-based, like on a Tecno, and the brakes are outboard. The oil tanks are rear-mounted, and the whole thing looks very clean and tidy. It is as well, however, that Jonathan is such a little bloke, for the orifice in the tub for his legs is only just big enough. A second car is to be built, but it is a couple of months away and no driver has been selected as yet.

The rest of the entry was all private Brabhams and Tecnos. Brabham BT30s arrived for Malcolm Guthrie and Felday boss Peter Westbury, while older BT23s and BT23Cs were brought by Graham McRae, Bill Ivy, Bob Gerard for Robin Widdows, Bernd Terbeck, Ecurie Ecosse for Graham Birrell, Xavier

Perrot, Werner Lindermann and Enzo Corti, whose entrants (Scuderia Picchio Rossi) also had a Tecno for the veteran Italian and former works Tecno driver Carlo Facetti. The Swiss driver Bruno Frey also had a Tecno. All the entry, with the exception of the Ferraris, had Cosworth-FVA 1600 cc engines.

Disappointing non-starters were the Brabham BT30 of Frank Williams (entered in Courage's absence for Mike Hailwood), Kurt Ahrens' similar car, Alistair Walker's Brabham BT23C and the Gerard Merlyn Mk 12A. Roland Binder also failed to arrive, having broken his leg at Hockenheim the previous week.

PRACTICE

THE only timed practice session was a long drawn-out three-hour affair on Saturday afternoon. The sunshine was so hot that no one was interested in trying to set a fast time, and this became impossible anyway when one of the Tecnos broke an oil line in the middle of the Parabolica, which instantly turned into a skating rink, although mercifully nobody actually crashed. Servoz-Gavin, who was trying a very deep wing deflector on the Matra's engine cover, quickly came into his pit for it to be removed, but the mechanics delved even deeper and changed virtually all the fuel system and electrics in search of a misfire. When Servoz eventually got going properly, he found fellow-countryman Dal Bo on his heels and the pair of them towed each other round to respectable times, although neither was happy with his car.

The Gerard Brabham disappeared after only five laps, and was eventually retrieved after much shouting and arm-waving on the part of the Italian officials, which inspired Widdows to some remarkable results later in the day. Perrot had a broken mainshaft bearing in his Brabham; the fuel in the Ferraris seemed to be vapourising, and the De Tomaso spent a lot of time minus its front wheels while smaller tyres were persuaded onto the rims in search of reduced frontal area. The rest of the entrants either toolled around half-heartedly waiting for a faster car to tow them along into a good time, or retired to their pits, where the ice cream sellers were doing a roaring trade.

But with half an hour to go and the strength of the sun declining fast, the action began to increase. The biggest group included Galli, Cevert, Westbury, Widdows and Regazzoni. Galli pulled in after very few quick laps, one of which was an amazing 1 m 33.6 s, 1.4 secs under the official F2 time set during last year's race by Jean-Pierre Jaussaud's Tecno before the sickening accident which resulted in so much damage and nearly cost the life of the Frenchman.

Widdows, who had possibly had his best race here last year with the Chequered Flag McLaren (he was third), got well stoked up and used the tow to its best advantage, racking up a very fine 1 m 33.7 s to put himself on the front row alongside Galli. Brambilla joined in with the mob right at the end of the session and scratched round quickly enough to put himself on the second row beside Westbury, but none of the Ferraris could equal the pace set here last year by Derek Bell, who was then making his *début* with the team. Bell's best was good enough for the third row with Servoz-Gavin, whose mechanics were still looking for the cause of a slight misfire. Cevert's efforts were rewarded with 1 m 35.2 s and a place on row 4 alongside young Dal Bo, who had made a very big personal effort to put the rather unattractive Pygmée in a good position. His team-mate Offenstadt tried the same car earlier in the afternoon while the mechanics changed a fuel pump on his own car, but when he eventually got into it the timekeepers failed to catch him, so he had to be content with a place at the back of the grid.

Williams found that the smaller tyres ruined the De Tomaso's good handling, and

the engine was not powerful enough to give him a good time. An experiment with a longer nose was deemed a failure, and the Italian-domiciled Englishman settled for the stubby device with which the car was announced.

Galli Tecno	Widdows Brabham
1 m 33.5 s	1 m 33.7 s
Westbury Brabham	Brambilla Dino
1 m 34.5 s	1 m 34.12 s
Servoz-Gavin Matra	Bell Dino
1 m 34.2 s	1 m 34.7 s
Ceveri Tecno	Da Bo Pymée
1 m 35.2 s	1 m 35.4 s
Facetti Tecno	Birrell Brabham
1 m 35.5 s	1 m 35.6 s
Regazzoni Dino	Peterson Tecno
1 m 35.83 s	1 m 35.81 s
Guthrie Brabham	Perrot Brabham
1 m 36.2 s	1 m 36.43 s
Corti Brabham	Williams De Tomaso
1 m 36.46 s	1 m 36.7 s
McRae Brabham	Lindemann Brabham
1 m 37.8 s	1 m 38.1 s
Terbeck Brabham	Frey Tecno
1 m 38.7 s	1 m 39.4 s
Offenstadt Pymée	
1 m 48.3 s	

Bill Ivy's name does not appear on the grid for the very good reason that he did not practise during the official session. Having got in a few laps on Friday, the motorcyclist formed the impression that Monza is a very dangerous track (with which it is difficult to argue). Nevertheless, Ivy was prepared to start and presented his car in the pit lane at the beginning of the session. It appears that there was some confusion over paperwork, so Bill ran back to his van to collect the necessary docket. When he returned, he was jostled by an official, resulting in an exchange of blows. Witnesses agreed that the first move was made by an Italian, and the upshot was that Ivy refused to race, especially when he was forced to undergo a second medical during which he was informed that he was being examined to check whether or not he was under the influence of drugs! The tests, of course, proved negative, and once tempers had cooled it looked as though Ivy would be permitted to practise, but he told his mechanic to take the car away and disappeared in search of some sunshine.

RACE

The traditional late afternoon start to the race took place in bright sunshine. Eric Offenstadt never even started his warming-up lap as a result of a broken fuel pump, and this caused a delay after the three-minute signal had been given, so several drivers had uncomfortably warm engines when the flag was eventually dropped. All got away cleanly, including Patrick Dal Bo, whose goggles broke as he completed the warming-up lap: his mechanic was still bringing a spare pair after the flag fell. In his anxiety, the Frenchman went off the road at Parabolica on the first lap, which was very disappointing after he had tried so hard in practice. The Pymée was not badly damaged. Xavier Perrot's clutch broke halfway round lap 1, so that was the end of the Swiss's race too.

At the end of the lap, Galli led from Brambilla, with Bell's Ferrari third and the rest following in the order Ceveri, Westbury, Facetti, Birrell, Peterson, Williams, Corti Guthrie, Widdows (who had made a very bad start), Frey, Terbeck, Lindemann and McRae. The Matra of Servoz-Gavin rushed into its pit to have a badly slipping clutch attended to, but when it left several minutes later the engine note rose and fell intermittently, suggesting that the damage was too

far gone; so it turned out, in spite of two further stops.

Galli and Brambilla battled out the lead for another half-dozen laps, apparently pulling away from their rivals, and Brambilla went into the lead on lap 4. But Widdows was recovering fast from his lowly 12th place on lap 1, and on lap 6 he was up to third, within striking distance of the leading two, with the others tagging along behind. Facetti spun on lap 5 at the Parabolica, and Corti could not help hitting him: both cars were non-runners.

So the leading group was reduced to 10 cars, who came through on lap 10 with Widdows in the lead, pursued by Peterson (who was consistently showing up well in the bunch), Galli and Ceveri in the other two works Tecnos, followed by Brambilla, these five covered by exactly 1 sec, with a tiny gap before the second battling group of five (Westbury, Guthrie, Williams, Bell and Birrell). Regazzoni was next, a long way behind after his spin, but now ahead of McRae, who was clear of Frey and Lindemann; the last two were now battling for 14th and last place, Terbeck having just disappeared when his filler cap spouted hot water all down his back.

On lap 12 Peterson seized the lead—a very fine performance in his first F2 race—with Tecno team-mates Galli and Ceveri next up to make it a Bologna 1-2-3 for one glorious lap.

Widdows was soon back in front for another three laps, and the two bunches had closed up again, so that once more there were 10 cars nose-to-tail, side by side and almost climbing all over each other all the way around the circuit. On lap 19, groans from the crowd could mean only one thing: an Italian in the pits. It was Galli, with his engine overheating like mad. The mechanics could do nothing, so the group now consisted of nine cars. Two laps later Brambilla, too, was in the pits with smoke pouring from his exhaust, and although he was told to rejoin, there was no hope of catching up with the leaders.

Widdows now led for eight laps, and by sheer determination actually managed to pull out enough distance to break the tow! But his chances seemed to have evaporated completely when he came up to lap Brambilla on lap 29, got off line at Lesmo and spun off. By the time the bob-sleigh man had got the green Brabham pointing in the right direction again the leading seven had gone through. He set off determined to get back in their draft, while Westbury and Guthrie in the two BT30s took a turn at leading.

On lap 27 the hard-driving Peterson came in to check the suspension of his Tecno, suspecting that a brush with a steel barrier had deflated a tyre, but after a few moments the Swedish youngster was assured that all was well and he got back into the fray, still on the same lap, but now in eighth position.

On lap 33, Widdows had achieved the impossible: he was back in the lead again! The crowd were getting very excited at the prospect of a grandstand finish, albeit mainly with foreigners in the leading positions; Brambilla was out once and for all with a cooked engine, joining team-mate Regazzoni in the walk-in from the circuit.

But Widdows seemed to be playing with the others, and with five laps to go he had not only eased into the lead but had pulled away again, out of reach, in a 2-secs lead. He simply had to win second place was now all the opposition could hope for.

After staying with the leading bunch for 40 laps, there was a disappointment in store for Jonathan Williams, who had to come into his pit with a broken injection trumpet, which was replaced. Peterson moved up to seventh, but by the time Jonathan was mobile again he was down to eighth. His temporary departure had split the leaders, and Bell and Birrell were on their own, 4 secs behind Guthrie.

As they started their last lap, Ceveri was second, with Westbury third and Guthrie fourth. The Frenchman tried to lead all the way, but Westbury had it well figured out and nipped out from behind the Tecno's tail to take second place. A few yards more and Guthrie would have been through too, but he had to be happy with his well-earned fourth place. Bell arrived fifth, his greater experience just giving him the verdict over Birrell, but they were both 5 secs astern of Guthrie.

Amid enormous crowds of people, hardly any of whom had previously heard of Robm Widdows, the Surrey man received a huge garland, with Westbury a happy second and Ceveri a disappointed but much wiser third.

11th GT della Lotteria di Monza, F2, June 22 45 laps, 250.75 kms

- 1 Robm Widdows (Brabham-FVA BT23C), 1 h 12 m 3.5 s, 215.435 kph.
 - 2 Peter Westbury (Brabham-FVA BT30), 1 h 12 m 5.8 s.
 - 3 Francois Ceveri (Tecno-FVA), 1 h 12 m 8.2 s.
 - 4 Marco Guthrie (Brabham-FVA BT30), 1 h 12 m 8.4 s.
 - 5 Derek Bell (Ferrari Dino 108), 1 h 12 m 11.2 s.
 - 6 Graham Bruce (Brabham-FVA BT23C), 1 h 12 m 11.8 s.
 - 7 Ronnie Peterson (Tecno-FVA), 1 h 13 m 21 s.
- 8, Bruno Frey (Tecno-FVA), 43 laps; 9, Jonathan Williams (De Tomaso-FVA), 43 laps; 10, Werner Lindemann (Brabham FVA BT23), 43 laps.
- Fastest lap: Widdows on lap 32, 1 m 33.1 s, 222.341 kph.

Retirements: Eric Offenstadt (Pymée FVA MDB 12), mechanical fuel pump, lap 1; Xavier Perrot (Brabham FVA BT23C), clutch, lap 1; Patrick Dal Bo (Pymée-FVA MDB 12), accident, lap 1; Johnny Servoz-Gavin (Matra-FVA M57), clutch, lap 5; Enzo Corti (Brabham FVA BT23), accident, lap 5; Carlo Facetti (Tecno-FVA), accident, lap 5; Bernd Terbeck (Brabham BT23C-FVA), water filler cap, lap 9; Nanni Galli (Tecno FVA), overheating, lap 18; Guy Regazzoni (Ferrari Dino 166), engine, lap 21; Graham McRae (Brabham FVA BT23C), fuel pump, lap 22; Tino Brambilla (Ferrari-Dino 168), engine, lap 30.



Jonathan Williams was up with the leaders in the new, very compact De Tomaso until a fuel injection trumpet broke

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Tholt-Y-Will to Hepworth

By ROBIN REW

THOLT-Y-WILL, the fabulous 3½-mile hillclimb in the Isle of Man on the closed public road which ascends from Sulby Glen to the flank of Snaefell mountain, reached its full maturity last weekend, the organisers handling the event with skill and good humour, so that it was left to the hillclimbers to do their best without anything to put them off. True to its reputation as the toughest of all the championship events, it found weaknesses in many of the fastest cars and showed up the best in the drivers whose cars survived.

After a punishing practice session on Saturday, with the hill dry most of the time and only just resurfaced with the most abrasive of granite chipping surfaces, several of the championship contestants were suffering with battered cars, but Jim Johnstone finished the day's practice with a 171.27 s second run just behind Sir Nick Williamson's 170.99, which left them favourites for the Sunday. With the paddock now at the bottom of the hill, radio communication to all vital points, and hourly bulletins for Press and public coming from Lord Strange's Tholt-Y-Will hotel, the scene was set for Sunday, the weather being the one undecided factor.

Sunday dawned bright and sunny, with a strong breeze. Peter Chambers (Mini-Cooper S) was convincingly quickest in the 1-litre sports, GT and saloon class, with Lord's Davian-Imp nearly half a minute behind. In the 1600 cc class Maggie Blankstone's beautifully turned out twin-cam Ginetta G12 put up two times just half a second apart, the quickest being 193.32 s. John Davies bullied his 1293 Cooper S to the top in 206.27, which got him safely in front of John Heppenstall's hard-used Escort Twin-Cam, still full of Scottish dust. B. Mallard's Cooper S rolled itself into a ball on Creggan 1 corner, a series of left-hand kinks on the steepest part of the hill, and was lucky not to go over the very steep drop on the outside, while Peter Grimshawe, another Yorkshireman, had bearing trouble in his racing Escort Twin Cam, so R. D. Clarke's very fast Lotus Cortina took fourth spot before losing a wheel on his way home to lunch!

The biggest sports, touring and GT class had an excellent entry, with Jack Maurice on top form with his 250LM Ferrari and doing 180.32 to win the class from Spotty Smith. The Ferrari having been slow in practice owing to an elusive lack of power which was traced to water in the ignition system. Spotty took his TVR Tuscan up in 185.06 s, which held off a determined challenge by a newcomer to the hill, long-distance racer Peter Jackson, in Robbie Gordon's fabulous ex-Macklin, ex-Woolfe 7 litre Cobra. Jim Thompson was in dire trouble with his E-type, finding a sudden and frightening oil loss when he checked the oil; the bottom of the dipstick was also missing and the car needed a gallon to top it up. Nevertheless, with a sick-sounding motor, he was within a second of his previous year's best time with a 191.24, which got him fourth spot in front of Malcolm Smith, who was having a vigorous vibro massage in his Morgan Plus 8.

In the smaller of the two sports-racing classes, Peter Voigt lived up to his reputation by taking not only the class in his DRW Imp, but also the class record by 8 secs with a first run time of 187.8 (on his second run his door flew open); Howard Wilkinson (Lotus 23) was second with 190.01. A solitary Crosslé-BMW contested the bigger sports-racing car class, Rob York took it up in 191.21 s, breaking a driveshaft on his second

run. Allan Stanforth, a veteran of many climbs on this hill, raved some eyebrows in the 100 cc single-seater class with his little Terrapin Min, climbing in 183.67 s, and both he and Brian Pickering (HJ Cooper BMC) got into the championship runs. Dick Blackmore's Terrapin Mk 2 was steaming nicely in third place with a 206.42, while among the 500s which came for the hell of it John Turner's Cooper Mk 8 got down to 216 s, the best 500 time ever recorded.

Engine trouble robbed the 1600 cc racing car class of the Dennis Chorley/Rob Breese blown Dragstar-engined Brabham BT14 when a piston holed in practice. The real battle, as anticipated, was between David Blankstone in the ex-Oliver Lotus-FVA 41B and Sir Nick Williamson in the Vegantune Brabham twin-cam. Nick had the bit really between his teeth on his first run by the time he got to the top Esses, right on the flank of Snaefell, when he spun right round. On the second run Sir Nick made no mistake and demolished the class record with a 172.50, subsequently taking second BTID in the championship runs and leaving David with the class award. Third in the class was Godfrey Armstrong's remarkable BFM, which mucked out Highwayman's harp and caused a spectator to jump off a high wall in his fright.

In the biggest racing car class several of the strongest championship contestants fell out with problems brought on by the pounding that this hill gives the cars; Peter Blankstone's 4wd Brabham-Olds was the first unfortunate, diving its sump and fracturing the oil pick-up from the pump. The MacDowel Jennings Brabham-Climax was in trouble with clogged filters in the fuel system; this was cured, but then the car lost part of its exhaust which limited power output for the rest of the runs. Jim Johnstone broke a driveshaft on his first run at Creggan 1, the vicious bumpy series of left-hand kinks, wrecking his rear suspension.

Fastest on the first runs was the burly Hepworth, demolishing Peter Lawson's 164.4 s hill record with a 163.06 s; Martin Bram steered the mighty FI Cooper-BRM to a fine 170.36 for second spot, and Roy Lane was just 3 secs behind in the TechCraft. The second runs produced a further lowering of the record to 162.16 s by Hepworth; Lane got down to 171.88. Bram rested his car to conserve the rapidly wearing tyres. Tony Griffiths having done a conservative and neat 186.54 s in the same car on the first runs which had, when the first four had been taken out for BTID awards, netted him second fastest place in the class. Mike MacDowel managed to persuade the somewhat unhappy V8 Climax-powered Brabham to a class win with 179.33 on the second runs.

The championship runs brought further excitement. Hepworth started having his accident at the Tholt-Y-Will hotel, getting off line and staying that way for the next mile, when he lost it at last at Creggan 2 by the old paddock and tore a wheel and suspension off his car. Martin Bram tweaked the big Cooper up to score 168.03, fastest of the first runs, Sir Nick Williamson having stopped at the top Esses with a loose battery lead, and Roy Lane with a battered battery. Tony Griffiths followed into second place on the first runs with a still better 178.31 s, though treating Martin's car with caution, followed by MacDowel (179.04), David Blankstone (179.59) and Stanforth with a magnificent 183.77 s in the tiny Terrapin, while Pickering and Jennings both did 188.41.

The second runs changed matters, though,

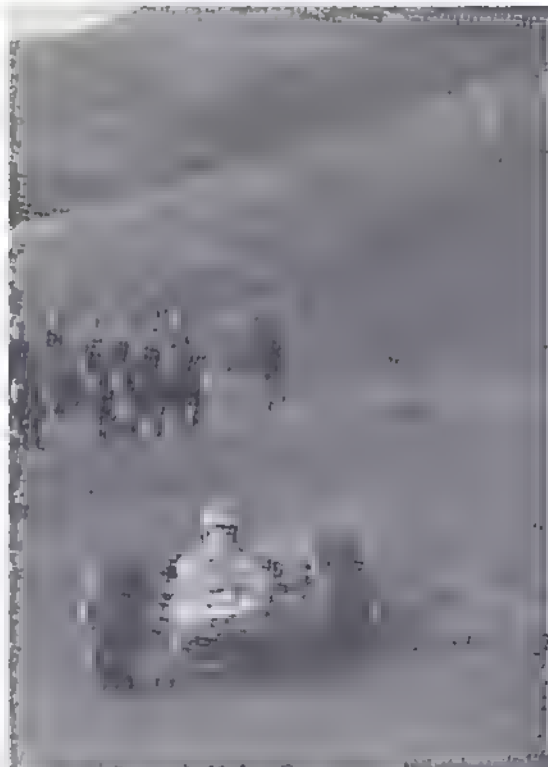
as this time Sir Nick got to the top in 167.43 s. Bram was all set to answer this, but 100 yds along the first stretch, the Irish Mile, a drive-shaft broke up and the mighty Cooper's challenge was out. Roy Lane got to the top this time and made a 170.69 which gave him third now in the championship class. MacDowel was out as the car expired at the finish with Bob Jennings at the helm. David Blankstone improved to 177.66, which put him fifth behind Tony Griffiths, MacDowel was sixth on his first run time.

Altogether, this hillclimb is by far the finest in the country, and is very demanding of drivers and their cars. Supported by the Isle of Man Tourist Board and sponsored by Castrol and the Shell-RAC Championship, it has won a dedicated following. The championship is wide open again, the score now being Hepworth with 58 and Lane and Williamson with 55. Whatever the future of Tholt-Y-Will (this is under discussion between the Lancs AC and the IoM Tourist Board) it has been proved that the club can organise the event well and that there is a place for a Manx climb in the calendar. Rumour has it that there may be another venue available on the island which would be even more suitable for the European Championship series, but this has yet to receive any official confirmation.

BTID: 1. D. Hepworth (4.5 Hepworth-Olds) 162.16 s; 2. Sir N. Williamson (1.6 Brabham-Ford BT21C 1/c) 167.43 s; 3. M. R. Bram (3.0 Cooper-BRM T66B) 168.03 s; 4. R. J. Lane (3.5 TechCraft-Buick V8) 170.69 s; 5. A. B. Griffiths (3.0 Cooper-BRM T66B) 171.88 s; 6. D. Blankstone (1.6 Lotus-FVA 41B) 177.66 s.

Class winners: P. Chambers (1.0 Mini-Cooper S), 216.53 s; Mrs M. A. Blankstone (1.6 Ginetta-Ford G12 1/c), 193.32 s; J. Maurice (3.3 Ferrari 250 M), 180.32 s; P. Voigt (1.0 DRW-Imp Mk 5), 191.21 s; A. Stanforth (1.0 Terrapin Min), 183.67 s. **Blankstone:** 181.50 s; Hepworth 181.50 s. **Shell/RAC Hillclimb Championship, round 7:** 1. Williamson, 167.43 s; 2. Bram, 168.03 s; 3. Lane, 170.69 s; 4. Griffiths, 174.88 s; 5. Blankstone, 177.66 s; 6. M. G. H. MacDowel (2.0 Brabham-Climax BT30X V8), 179.04 s; 7. Stanforth, 183.77 s; 8. B. Pickering (1.1 Cooper-BMCTX), 188.41 s; and R. D. Jennings (2.0 Brabham-Climax BT30X V8) 188.41 s.

Current championship positions: 1. Hepworth 58; 2. Williamson and Lane, 55; 4. Johnstone 40; 5. Cussins and MacDowel, 33.



BTID and, after Hepworth's accident, first in the championship runs was Sir Nick Williamson.

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- 29 June 2 p.m.** Sevenoaks & D.M.C.
Arran Bank Field, Bredhurst, Kent.
- 29 June 1.30 p.m.** Rolls-Royce (Derby) M.C.
Kedleston Hall Grounds, Kedleston Hall, Nr. Derby.
- 6 July 2 p.m.** South Bucks M.C.
Crowell, Kingston Blount, Oxon.
- 6 July 1.30 p.m.** Morecambe C.C.
Spital Farm, Kendal, Westmorland.
- 13 July 2 p.m.** London M.C.
Swanley, Kent. Map Ref; 171 505 695.
- 13 July 2 p.m.** Cheltenham M.C.
Hazleton Priory, Nr. Andoversford,
Cheltenham, Glos.
- 20 July 2 p.m.** Plymouth M.C.
Carkel, Saltash, Cornwall.
- 20 July 2 p.m.** Dudley & D.C.C.
Halfpenny Green Airport,
Babbington, Nr. Wolverhampton.

PLAYER'S N°6



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Racing starts at 1.30 and parking
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**Snetterton, Sunday,
29th June.**



François Mazet (Tecno) takes over the lead followed by Peter Gaydon's Tecno as Jean Blanc (Tecno) does it all wrong at the hairpin.

Jaussaud wins by tactics

Jean-Pierre Jaussaud (Tecno) wins at Rouen—Schenken (Brabham), Mazet and Gaydon (Tecnos) inches behind—Start money dispute

By PAUL WATSON

JEAN-PIERRE JAUSSAUD has returned to form after almost a year without a major win driving his Tecno. Jaussaud won the Coupe International de Vitesse at Rouen on Sunday by a car's length from Tim Schenken's Brabham BT28. François Mazet finished third, only feet behind in his Tecno, while Peter Gaydon was an excellent fourth ahead of Freddy Kottulinsky's Lotus. Reine Wisell retired his factory Chevron early in the final but won his heat earlier in the day, the other heat going to Mazet's Tecno.

ENTRY

THIS year's Rouen F3 race produced a fine entry. Practically everybody of importance in the international F3 scene was there, the notable exceptions being Alan Rollinson who had only just taken delivery of his new Chevron, and Ronnie Peterson who was at the F2 Monza. Brabhams, as usual, were the most numerous. More BT28s than usual arrived as MRD have caught up on their backlog of orders. Tim Schenken had his Sports Motors BT28, while other BT28s were handled by Mike Beuttler, Jean-Pierre Cassegrain and Ulf Svensson. Earlier BT21 or BT21Bs were driven by Freddy Link (JDRO BT21B), Richard Scott (PWRO BT21), Pierre-Yves Gaggio (BT21), Bev Bond (RCI BT21B), Wayne Mitchell (PWRO BT21), Bert Hawthorne (PWRO BT21B), Etienne Vigoreux (BT23 F2 chassis), Natalie Goodwin (BT21), Rolf Telfsten (BT21B), Bill Gowdy (JDRO BT21), Eddy Jacobsson (BT21B) and Jean-Pierre Alic who had an ancient BT15. Beuttler's car had had a rush rebuild by Chas Beattie Projects after its Montlhéry accident.

Also numerous were the Tecnos, which were in the hands of François Mazet and Jean-Pierre Jaussaud for Tecno France, Jean Blanc (JDRO), Patrick Champion (MRE), Jurg Dubler (Madunina), Cliff Haworth and Peter de Meritt (Choc-O-Lait Tobler), Alain Francesci, Lionel Noghes (Radio Monte Carlo), Bernard Baur, Peter Gaydon (SMRT/Owen), Graham Goodman (Auto-Speed Developments), Bernard Plaisance, Trevor Blokdyk, Lars Lindberg, Alain Boudier, François Libert and Pino Babini. Most of the Tecnos had Novamotors, but Gaydon was again using an EMC, while Lindberg was making a return to racing after a couple of seasons off making money.

Chevrons seem to be becoming more prolific with every meeting; they were led by Reine Wisell who was in the beautifully prepared works car, Peter Hanson and Rene Ligonnet in the PWRO entries and Cyd Williams with his new Goodwin Racing B15. Further B15s were in the hands of Howden Ganley, the Italian Giorgio Pianta, entered

by the Jolly Club of Milan, Oliver Speight, and Brendan McInerney from Race Cars International. Then came two older '68 BPs for Barrie Smith and Barrie Maskell, the latter running under the banner of Sports Motors.

Lotus sent both the GIL 59s for Roy Pike and Mo Nunn, while two more of these pretty but bulky cars were entered for Mike Beckwith and the Swede Freddy Kottulinsky. Patrick Depailler and Jean-Pierre Jabouille had the two works Alpines, while Adam Potocki, last year's surprise Rouen winner, and Max Bonnin had two 1967 Matra MS5s. The very attractive Martini was there for Jacques Lafitte and Mike Campbell had his Mk 3 Titan. There were two Merlins, a Mk 14A for Argentinian Pablo Brea and an earlier Mk 10 for Andy Sutcliffe. Pygmées for Jean Sulpice and Paul Tucum, and finally the wedge-shaped GRAC M78 for Jean Max.

PRACTICE

PRACTICE was on Thursday and Friday. The Italian-based cars of Gagliardi, McCarthy and Battistello all showed up too late to practice following delays in customs clearance, but in all over 60 cars went out. Times were generally slower on the first day, with Wisell posting fastest time in 2 m 20 s from Schenken at 2 m 20.2 s. Mazet did a 2 m 21.3, while other 21s came from Dubler, Blanc and Cassegrain. These times were all eclipsed on Friday when Wisell posted 2 m 16.5 s. However, this time was clearly optimistic, as even Reine's mechanic had got him at around 2 secs slower.

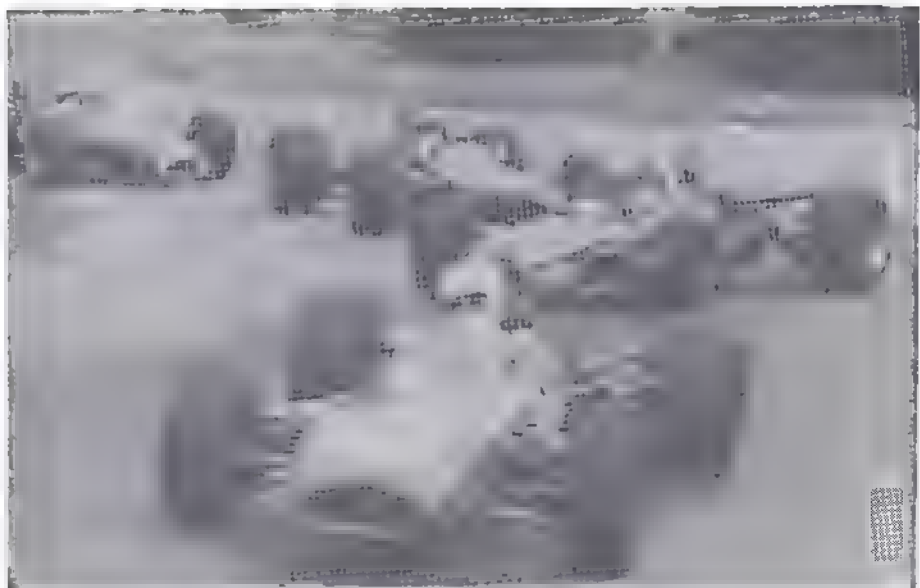
Pike was officially second fastest in 2 m 18.3 s from Beuttler at 2 m 18.6 s and Mazet at 2 m 18.8 s. Others to get below the 20s were Schenken, Maskell, Hanson and Blanc.

After practice a row with the organisers brewed up when it was learnt that the only starting money paid would be to drivers reaching the final, and then only if they completed the first five laps! This was contrary to any other Crayen A race, and the drivers, led initially by that old hand Mike Beckwith, quite rightly objected to racing in front of the public for nothing. Mumbles of discontent soon grew to near rebellion, and before long Trevor Blokdyk's wife had produced a document stating that unless a minimum of 1000 NF was paid to all those drivers qualifying for the heats, those drivers would refuse to start. Quite naturally everybody signed it, although the threat of a walk-out was later amended to a strong protest with a walk out to be considered. As the first heat drew nearer, the argument reached its peak, until with only 20 mins to go the organisers relented and agreed on a minimum of 500 NF for the heats and a further 500 NF for all the finalists.

HEATS

THE first 12-lap heat was contested for most of the way by a tight bunch comprising Schenken, Wisell, Beuttler, Bond, Hanson, Depailler, Scott and Campbell. Schenken, Wisell and Beuttler shared the lead for most of the time, while Campbell departed with one lap to go when his points broke. Wisell finally took the flag in 0.3 sec ahead of Beuttler with Bev Bond third from Schenken, Depailler, Scott and Hanson. Two secs was given as covering the seven first places.

The second group was equally hard at it, led mainly by Pianta's white Chevron, which



Tim Schenken (Brabham BT28) leads the smooth line at the hairpin leaving Mazet all crossed up in front of Blanc and Depailler (Alpine).

Three different approaches to the Nouveau Monde hairpin: Freddy Kottulinsky (Lotus 59) takes it straight while the ill-fated Richard Scott's Brabham has a huge moment as Cyd Williams' new Chevron B15 oversteers

eventually won this little tear-up from Jausaud, Kottulinsky, Beckwith and Nunn. Ganley was 13th from Lafitte, Gowdy and Barrie Smith. Cassegram broke a rocker arm early on, while Francesci, Noghes and Vigoureux all had distributor trouble and Plaisance, Svensson and Blokdyk went out with engine difficulties of one sort or another. Bill Gowdy's place on the grid for the first heat, having failed to qualify in practice, was explained by McInerney non-starting after engine trouble and putting his numbers onto the Brabham.

The second heat was something like 90 secs slower than the first, perhaps due to the absence of Schenken and Wisell who, through the method of odds and evens according to practice placings, had been in heat one together. Once again it developed into a slipstreaming affair, initially featuring 12 cars, but soon reduced by one when Blanc spun his Tecno at the hairpin, sending a shower of soil and grit over Pike who was following. Roy almost immediately retired with a broken rocker in his engine.

After eight laps Blanc had recaptured the leaders, but before the end he had another moment when he hit an Armco barrier very hard, cracking a wheel and breaking the roll bar link, but continuing unabated.

On the final lap it was every man for himself, but as the flag came out Mazet just edged ahead to win by little more than a wheel from Blanc. Of the others, Cyd Williams drove an inspired race with his Chevron, after spinning early on at the end of the long return straight. Helped by the odd tow Cyd soon regained contact with the leading group and leapfrogged up to third place at the flag, 2 secs behind Blanc. Gaydon drove his usual cool race to finish fourth ahead of Maskell, Gaggio, Haworth, Link and Jabouille, all of whom spent the entire 12 laps in the leading group.

The others followed in the order: Goodman, Bonnin, Tellsten and Sutchiffe in the old Merlyn, with Boudier a lap down after a pitstop. Early in the race an accident eliminated Bert Hawthorne and René Ligonnet when they bounced off each other after Sawbench, the second-gear right-hander. Both finished up in opposite ditches, with Ligonnet's Chevron badly damaged, although thankfully neither driver was hurt. Dubler was retired with a broken gear selector, Baur with a broken camshaft. Champin's new MRE Tecno with a stretched valve, Lindberg with no oil pressure and Natalie Goodwin with a hole in her radiator. Brca crashed in the special 2 lap practice session on Sunday morning, so did not start, while de Meritt was delayed by a broken throttle linkage but managed to finish.

Afterwards it transpired that Jabouille had thought the race was over after only 11 laps, slowing immediately after the start line, which held up those following him enough to let Mazet and Blanc get a clear 2 secs lead

Wayne Mitchell was even more unlucky; his car failed to start on the line and was pushed back into the pits.

RACE

For the final 24 cars, the 12 best from each heat, arrived. This time the start was in pairs and not 3-2-3 as in the heats. Cyd Williams missed the warming up lap altogether when his car refused to start, and when the flag was dropped, 30 secs after the 2 mins board, half the drivers were taken by surprise. Mazet led after one lap, with the whole field crowding behind. Second time at the hairpin it was Wise I through first, then Mazet, Beuttler, Blanc, Schenken, Gaydon, Depailler, Maskell, and Jausaud, before a slight gap to Bond who was leading Beckwith, Scott, Hanson, Pianta, Kottulinsky, Link, Haworth, Bonnin, Nunn, Goodman, Williams, Tellsten and Gaggio. Gaggio performed a semi-spin at the hairpin, clouting Jabouille's Alpine which promptly retired with bent steering.

Hardly had the cars left the hairpin than Wisell coasted back down again, climbing from his car which had broken its cwp. Passing the pits to complete two laps, Beuttler was ahead in the Clarke-Mordaunt BT28.

On lap four at the hairpin Blanc led from Mazet, Schenken and Beuttler. The Swiss was driving a furious but untidy race, using all the track. So the lead changed continuously, with Schenken and Mazet always prominent and Bond and Blanc forcing their way up on numerous occasions. Blanc led at the hairpin at five laps, Schenken at six and seven, while up at the pits where the official lap charts were being kept, the order was entirely different, with Schenken ahead on the fifth and sixth, Bond on the seventh and Schenken again on the eighth.

Meanwhile Beckwith had retired after five laps when his gearbox started to pack up, and Haworth was out after six tours with engine trouble. Barrie Maskell was the next to go, after a fine first Continental event, with a broken rocker arm. After nine laps Bond came screaming up to take the lead, having already had several moments through a fast failing clutch. He led past the pits on laps nine to 14. Nunn had meanwhile retired with an engine that had been giving poor power throughout the meeting, while Scott had a bad accident at the Virage de la Scierie (Sawbench), when he put his BT21 under the sleepers on the left of the corner, damaging his car badly, but not himself.

An even worse fate befell Blanc, who got all sideways on the turf going down the hill, crossed over to the left of the circuit and then rode up on the bank, rolling in the air a number of times before coming down. Blanc was lucky to get away with a broken leg and possibly some damaged ribs.

Hanson and Williams had become the leaders of the second group, although both had now tagged on to the leaders. After 15

laps the leader was Schenken, followed by Bond, Depailler, Mazet, Jausaud and Gaydon, with a slight gap to Williams, Kottulinsky and Hanson and then a long gap to Link, another to Pianta, Bonnin and Goodman, and with Gaggio trailing ahead of Tellsten. On lap 16 it was Bond again through the hairpin first, then Schenken, Mazet, Jausaud, Depailler and Gaydon. With three laps to go Bond's run came to an end when his clutch packed up altogether, and he abandoned at the hairpin to the applause of the big crowd that had gathered there.

With a lap and a half to go Mazet led at the hairpin from Gaydon, Jausaud, Schenken and Depailler, but then the unlucky Depailler retired with one lap left with a broken valve. The race was now a fight between the Tecnos of Mazet, Jausaud and Gaydon, and Schenken in the Brabham, with Williams, Kottulinsky and Hanson still very near to the four leaders.

On the last lap Mazet led at the hairpin but at the last right hander it was Jausaud who was best placed, and when the flag came out Jausaud just managed to keep his Tecno a length ahead of Schenken's Brabham. Right behind, Mazet and Gaydon finished absolutely side-by-side with the decision going in favour of the Frenchman, while Hanson finished seventh, being unable to get past either Kottulinsky or Williams. Just 21 secs covered the first seven cars, with a long gap to Link, Pianta, Bonnin, Goodman and Gaggio with Tellsten the last finisher, a lap down. Fastest lap went to Bond with 2 m 18.3 s. Jausaud's victory was a most popular one, and came one year to the week after his terrible F2 accident at Monza.

Coupe de Vitesse, Rouen-Les-Ésarts 18 laps

1. Jean-Pierre Jausaud (Tecno-Novamotor 69) 42 m 40.5 s 165.582 kph.
2. T. M. Schenken (Brabham-Lucas MAE BT28) 42 m 40.6 s.
3. François Mazet (Tecno-Novamotor 69) 42 m 40.6 s.
4. Peter Gaydon (Tecno EMC 69) 42 m 40.6 s.
5. Freddy Kottulinsky (Lotus-Novamotor 59) 42 m 41 s.
6. Cyd Williams (Chevron-Holbay B15) 42 m 42.1 s.
7. Peter Hanson (Chevron Lucas B15) 42 m 42.8 s.
8. Freddy Link (Brabham-Novamotor BT21B) 43 m 14.7 s.
9. Giorgio Pianta (Chevron Novamotor B15) 43 m 28.4 s.
10. Max Bonnin (Matra-Bonnin MAE MS3) 43 m 29.2 s.
11. Graham Goodman (Tecno Broadspeed 67), 43 m 29.5 s.
12. Pierre-Yves Gaggio (Brabham-Novamotor BT21) 43 m 43.0 s.
13. Patrick Depailler (Alpine-Renault A330) 17 laps DNF.
14. Roy Tellsten (Brabham-Holbay BT21B) 17 laps DNF.
15. Bev Bond (Brabham-Holbay BT21B) 15 laps DNF.

Fastest lap: Bond 2 m 18.3 s, 170.291 kph (record).

Retirements: Jean-Pierre Jabouille (Alpine Renault A360), accident, lap 2; René Wisker (Chevron-Novamotor B15) cwp lap 3; Mike Beckwith (Lotus-Holbay 59), gearbox lap 5; Cliff Haworth (Tecno-Novamotor 69), engine lap 6; Barrie Maskell (Chevron-Holbay B9) rocker tappet, lap 6; Mike Beuttler (Brabham-Holbay BT28) camshaft, lap 8; Morris Nunn (Lotus-Holbay 59) engine, lap 11; Richard Scott (Brabham-Holbay BT21), accident, lap 11; Jean Blanc (Tecno-Novamotor 69) accident, lap 11; Bev Bond (Brabham-Holbay BT21B) clutch, lap 15; Patrick Depailler (Alpine-Renault A330), valve lap 17.

Heat 1 (12 laps): 1. Wisell, 28 m 25.1 s; 2. Beuttler, 3. Bond, 4. Schenken, 5. Depailler, 6. Scott, 7. Hanson, 8. Pianta, 9. Jausaud, 10. Kottulinsky, 11. Beckwith, 12. Nunn; 13. Howard Ganley (Chevron-Lucas B15), 14. Jacques Lafitte (Martini-Wieland MW4); 15. Bill Gowdy (Brabham-Lucas BT21); 16. Barrie Smith (Chevron-Holbay B15).

Retirements: Jean-Pierre Cassegram (Brabham-Holbay BT28) rocker arm, Adam Potock (Matra RPM MS5) handling, Mike Campese (Titan-Lucas Mk 3) points, Alain Francesci (Tecno-Novamotor 69), distributor, Bernard Plaisance (Tecno-Novamotor 69), engine, Ulf Svensson (Brabham-Holbay BT28), piston, Trevor Blokdyk (Tecno-Pygme 69), oil pressure, Etienne Vigoureux (Brabham-Holbay BT23), distributor; Jean Sutchiffe (Pyram-RPM) clutch; Lionel Noghes (Tecno Tecno) distributor.

Heat 2 (12 laps): 1. Mazet, 28 m 42.1 s; 2. Blanc, 3. Williams, 4. Gaydon, 5. Maskell, 6. Gaggio, 7. Haworth, 8. Freddy Link, 9. Jean-Pierre Jabouille, 10. Goodman, 11. Bonnin, 12. Tellsten, 13. Andy Sutchiffe (Merlyn-Holbay Mk 10), 14. Alan Boudier (Tecno-Tecno 69).

The smallest success in motoring history notches up another outright win.

It's been quite a week for Minis. On the 19th, the two millionth Mini rolled down the assembly line. And that's not a bad record for a car that's only been going for ten years. To think people said it would never catch on!

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Scoreboard:

**2-hr. European
Championship Touring Car
Race**

OUTRIGHT WINNER

Austin-Morris Mini Cooper S

Entrant Don Moore

Driver Rob Mason

Subject to official confirmation



ON THE SCENE

"When informed people like Paul Frère go on record as saying that Woolfe shouldn't have been allowed in the race they serve no useful purpose unless they qualify their remarks most carefully"

Patrick McNally on Le Mans



Those that are last shall be first . . .
JACKY Ickx showed his disapproval of the Le Mans start at the 24 Hours the other weekend by the simple gesture of not running when the flag fell, strolling conspicuously to his car, which earned more publicity than any bold statements to the Press. Jacky points out that the first few laps of a race are statistically the most dangerous, and therefore it is imperative that one's seat-belts are fastened. And he won the race. . . .

At the Nürburgring this year the ADAC introduced an Indianapolis-type rolling start for the first time as they considered the Le Mans start dangerous; the problem there was that several people, including Siffert and Amon, didn't see the flag fall and hung back, for Fangio in the Mercedes lead car fell forward when his driver was forced to brake when a photographer got in his way and the flag was not dropped properly—however, these were exceptional circumstances. A problem which fortunately didn't raise its head was the possibility of a first-lap accident involving many cars, which would be bunched more closely together after an Indy start than they would after the Le Mans start, which has the effect of splitting the field from the word go.

Vic Elford has suggested that a relay start could be used, with the codriver running across as in a conventional Le Mans start, and either handing over the ignition key or better still turning on the external ignition master switch; this way the driver could be completely strapped in and have his door properly shut. The good old-fashioned grid start has a lot in its favour, but for these long-distance races with up to 100 participants, the grid would stretch too far to be really practical. In a case like this they could perhaps split the field into two halves, start the second bunch a minute later and adjust this in the final results.

At the drivers' meeting prior to the race at Le Mans Jo Bonnier asked the ACO whether they would consider a different start, and they showed a good deal of interest, but I think tradition at the Sarthe circuit will take a lot of breaking. They did say, however, they will consider changing the system for 1970.

Young Ickx's enthusiasm for seat belts was well justified the Monday after Le Mans, when he was returning to Paris after the prize-giving in a Porsche Targa. Near Chartres Ickx came upon a car which had pulled out without seeing the Porsche, and when the driver realised his mistake he froze in the middle of the road and Ickx either had to hit him broadside or leave the road. Jacky took the latter course and smashed into a telegraph pole, which totally destroyed the Porsche, but Ickx escaped unharmed as he was well strapped in. Fortunately the car belonged to the Belgian Porsche Concessionaire, and was well insured!

The Le Mans accident

Poor John Woolfe's accident highlighted the problems faced by the constructors of Group 4 cars today. Because of the regulations Porsche were forced to build 25 cars immediately, which posed a tremendous problem for the further development of the 917 if it were to remain within Appendix J rules. For people to say that the Stuttgart firm should

not have sold the cars before they are sorted enough for the average racing driver to handle is to be thoroughly unrealistic. When a company ties up well over £250,000 on such a project, obviously customers must be found if it is to avoid bankruptcy.

In Woolfe's case, he was a driver of far more experience than the ill-informed Continental Press and our own dailies would have you believe, having raced for 10 years and progressed through such machinery as Ford GT40s, 7-litre Shelby Cobras, the 3-litre Chevron-Repco and the 5-litre Lolas he was currently campaigning. He also had Porsche team driver Richard Attwood contracted for British races, which alone would have been more than sufficient reason for him to get a car.

When informed people like Paul Frère go on record as saying to the Press that Woolfe shouldn't have been allowed in the race they serve no useful purpose unless they qualify their remarks most carefully. It has been suggested that the RAC, before approving a competition licence holder's entry for a foreign event, should decide themselves whether the driver in question is sufficiently confident to handle the car in which he is entered. However, there is no one at the RAC sufficiently well informed to be able to make such a decision, so at the moment this is impractical.

A footnote to the Woolfe affair is supplied by reports from other drivers that they saw him losing part of his door on the fateful first lap—possibly because he hadn't shut it properly at the start and that the errant panel flew back and damaged one of the rear spoilers. We will probably never know the truth, but stories like this add to the dislike felt by many drivers for the Le Mans start.

CSI to blame

Mauro Forghieri, who was at the Dutch Grand Prix as a spectator, was loud in his condemnation of the government of motor racing. The wing ban had been made a mockery by Porsche at Le Mans and by Lotus and Brabham at Zandvoort. He felt the time was long overdue when decisions affecting technicalities were made by engineers and not by the present bunch of apparently ill-informed individuals.

The Group 4 question was, he felt, another example of the FIA's stupidity, for Ferrari—who have laid down a batch of 25 chassis for their Group 4 5-litre car—are now extremely worried as to how to develop and perfect the machine short of assigning a task force of 50 men to the job. They simply haven't got this number of people available, and so as it is Ferrari will have to short-cut their usual development programme and produce 25 cars, all of which will handle reasonably well rather than perfectly. Ferrari's financial resources are considerably less than those of Porsche, so there can be no question of restricting sales to chosen customers—anybody who has the money will be able to have one.

Mauro was also saying that there were other examples of the CSI not doing their job: according to him, everybody is aware that the Cosworth FVA engine no longer uses a standard Ford block (which was news to me) and therefore all these Ford-engined cars in

theory should be disqualified. But when they have complained to organisers they are told to smile and be happy and not to protest! Whether the story regarding the Ford engine is true or false, at least the cars should be stripped when another entrant complains.

Why Matra didn't win

Matra are another company dissatisfied with the present goings-on. Jean-Luc Lagadère, head of Matra Sports, has said that it is doubtful whether his firm will contest the Le Mans 24 Hours next year, as a 3-litre prototype quite obviously will not be competitive with a 1970 5-litre Group 4 car. There could be no question of their building such a car, as the cost is prohibitive, and they could not consider selling such cars to private entrants. He felt that the existing formula was at fault—a sentiment with which few people would disagree. Matra staked all on success at Le Mans and were very disappointed not to win, such was their optimism. Lagadère said that, had Piers Courage not touched the Porsche 911 in the night, they would have triumphed. But that can hardly be the case, for Matra lost the bulk of their time in the pits changing brake discs, etc, and the reason why they didn't win the race was because of inferior pit work and direction—especially when compared with the JW team.

Largely responsible for the JW success was ace team manager David Yorke, whose experience goes back to before the Vanwall days, when he managed their FI team. David is quite unflappable, a shrewd judge of people and capable of handling the worst prima donnas in motor racing. To see the way he only had to lift his hand to keep Ickx in the driving seat during their last pitstop was a sharp contrast to the usual circus performance one sees when other teams try such manoeuvres. I think if JW boss John Wyer writes another of his books on motor racing management, he will have to ask David Yorke to write the foreword!

Internal strife

John Surtees seemed very disenchanted with BRM last weekend at Zandvoort, and was said to barely be on speaking terms with Tony Rudd at the end of the race. John is known to like to run things his way, and BRM have a reputation for having too many bosses already. Big John spends a lot of time with Nakamura of Honda, who are said to be returning to Formula 1 either at Monza or next year.

Another team to suffer internal strife is Ferrari, who don't seem to be able to run either their Formula 1 or Group 6 teams with the success that their machinery and drivers deserve. Amon is constantly finding his car not as he likes it, while in the Group 6 team Michael Parkes seems to prepare the cars as he thinks they should run, and not necessarily to the drivers' requirements. There was an incident at Le Mans when Rodriguez arrived at his pit complaining of no brakes, when he told Parkes, Michael looked at his calculations and said new pads weren't due for two hours yet. When Pedro insisted that the mechanics checked them, they found them down to the metal, and valuable time was lost extracting the damaged backing plates—no way to win races.



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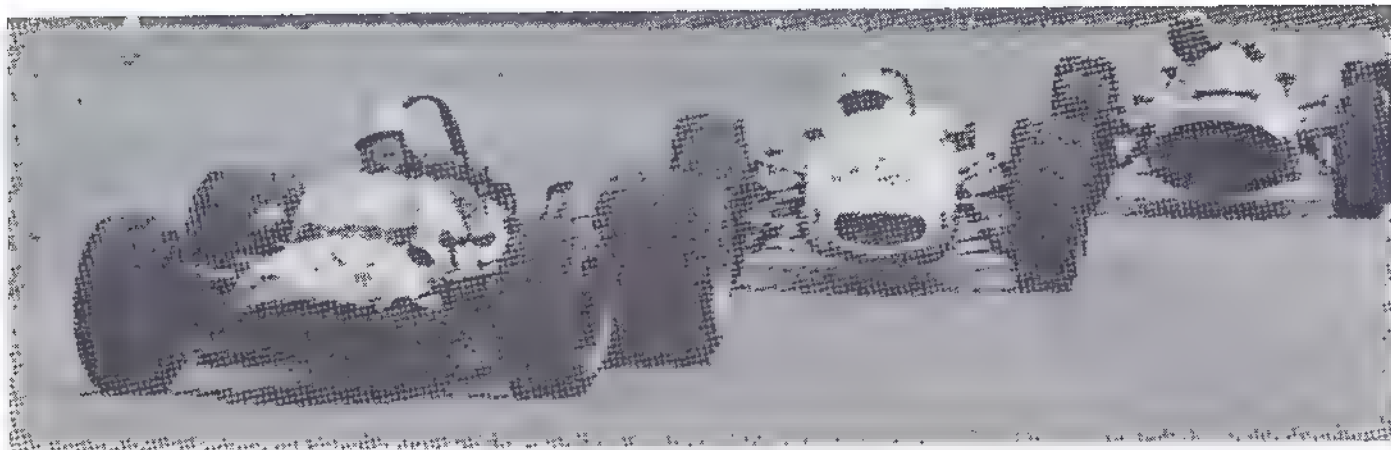
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The formula libre battle, with Chris Summers (Lotus-Chevrolet 24) leading Jack Smith (Brabham-Climax BT23B) and Peter Hawtin (Lotus-Cobra 24)

Smith's MMEC Silverstone

By ROBERT FARNALL

AT the annual Midlands MEC restricted meeting at Silverstone last Saturday, Jack Smith took the Cornthwaite Trophy for *libre* cars with his ex-George Pitt Brabham-Climax BT23B after Chris Summers' b.g Lotus-Chevrolet 24 suffered gearbox malades.

Watched by yet another small Silverstone crowd, the 1-litre Monopostos opened the eight-race programme, with Alan Gorsuch's Nova Lotus 22, Alan Joy's Lotus 22/31 and John Wood's ex-Tyrrell Cooper T76 having a tremendous scrap. Gorsuch led first, but Joy slipped ahead on the fourth lap, only to lose the lot at Woodcote a lap later and drop to third, leaving Wood to challenge Gorsuch. However, Joy soon recovered his lost time and outbraked Gorsuch into Woodcote on the eighth lap, with the latter then taking his turn to spin at Woodcote and drop to third, where he remained. Wood's Cooper could not match the Lotus and Joy came home a narrow victor—in his fourth-ever race. Behind Gorsuch, Fred Place brought his ex-Tyrrell Cooper T72 home fourth from Colin Beckwith's Lotus 20.

A rather pathetic field of GTs up to 1350 cc gave Martin Warren a runaway win with his Lotus 23 (which has now recovered from its recent misfires, caused by dirt in the fuel pipe) from Peter Beaver's GT-version Lotus 23. Deryck Harbison made it a Lotus 23 1-2-3, again well ahead of Don Cooper's Terrier Mk 2 and Jenny Williams' Cooper S, which recovered from a first lap spin at Becketts.

After Ian Skales took his Chevron-BMW B8 home with an unscured brake master cylinder bother, pole position was vacant for the larger GT race, and Allen Gibson was left with a fairly comfortable lead from John Jordan's ill-handling Ford GT40, until the GT40's power started to draw Jordan closer to the Chevron. By the eighth lap the GT40 was with Gibson, and when the latter took a rather odd line round Woodcote, Jordan was through to win by 0.2 sec. Ted Bunce finished a lonely third with his Lotus 47, while Brian Martin pulled away from a dying Michael Moore (Clubmen's Witchcraft-Ford) and Brian Colvin's Lotus 7 t/c to take fourth.

No fewer than 22 *libre* cars contested the main race, with Jack Smith's Brabham, Chris Summers' Lotus and Pete Hawtin's Lotus-Cobra all taking turns at leading for the first few laps, until Hawtin found the pace too hot and dropped back, leaving Summers in front. However, Summers' bad luck struck again, for the Lotus had only third gear operative, and Smith gradually hauled Sum-

mers in, taking the lead on the 12th lap. Summers, who appropriately won 12 bottles of champagne for setting fastest lap of the day, managed to hold on to second from a closing Hawtin, with John Jordan leading home Allen Gibson for fourth after a repeat of the GT race; the rest of the cars, led by Spencer Elton's t/c Brabham BT18, were lapped. Front row occupant Paul Pursglove retired his Brabham-Novamotor BT21 with overheating problems, and Mike Stow succumbed to a loss of water in his BT21, while the two twin-cams of Pete Morgan (Brabham BT16) and Fred Smith (Alexis Mk 12) retired with no clutch and fuel surge respectively.

Despite ominous blue smoke caused by oil leaking onto the exhaust, Nigel Kerr was untouchable in the prod sports race with his Healey 3000. Behind him, hillclimber Ian Richardson (in his first race) came through the field after missing a gear at the start to take second by half distance in his Cobra and thereby close on the leading Squealey, but a fan belt broke and Richardson pulled off, leaving John Carden's Marcos-Ford second. Bill Nicholson's MGB scraped home third 0.2 sec ahead of Ron Collings' Healey 3000, leaving the road-going Cobra of ex-MGB driver Richard Taft and Roy Ashford's MGB fourth and fifth.

David Howes put in a very impressive performance with the ex-Bill Shaw Gurney-Weslake-headed Falcon in the saloon race, taking an unchallenged victory and breaking the long-standing outright saloon lap record. Graham Bean unsuccessfully tried to hold onto the Falcon but finally settled for a comfortable second from John Francis (Cooper S), who climbed through from the back row after only four practice laps. Having his first race for 18 months, Michael Bennion took a worthy fourth in his mighty 5.2 Morris Minor-Ford V8, which was the last car unlapped. Ex-F3 driver John Epton struggled gamely with his unsorted Prestige Viva to take sixth, behind Melvyn Throne's Cooper S. Tony Dealey spun his third-placed Cooper S while rounding Woodcote on the opening lap and was collected by Trev Clapton's Martin Anglia, causing the Mini to damage itself severely against the inside wall; Dealey escaped injury.

Hordes of F4s and FFords contested a very close and very hairy challenge race, with Keith Bayne's Vixen-Imp and Ian Taylor's Dulon alongside each other for most of the race, but on the eighth lap the Vixen spun at Woodcote, causing Taylor to spin as well. Both continued immediately in a very risky manoeuvre,

but with the third place duel consisting of John Bisignano's Titan Mk 6, Geddes Yeates' Merlyn 11A and Martyn Denley's Alexis Mk 14 right on top of them. As they approached Woodcote for the last time the F4, Taylor and Bisignano were side by side, but Bayne had the inside line and came home mere inches ahead of Taylor and Bisignano—all three were covered by 0.4 sec. Yeates finished fourth (after a last corner moment at Woodcote with rear suspension bothers) from Denley and Rod Pickering's BPG. Julian May retired his Vixen from fourth place when a wire to the petrol pump disconnected itself, while Alan Badde's Dulon and Geoff Fawcett's Vixen were involved in an acrobatic shunt at Copse; neither driver was hurt.

The final race for the larger Monopostos was rather uninspiring and, with Patrick Sumner non-starting his Lola after clutch trouble in practice and Brian Toft's Anco unrepaired after last week's shunt at Brands, the race brought an unchallenged win for Jim Yardley's Beagle. Second man Pete Wright (Emeryson) finished 20 secs ahead of Derrick Colvin's Lola 5B and Ian Stronach's Concorde, which remained close throughout with John Aspinwall's Brabham BT6, until the latter retired on the last lap leaving a tell-tale trail of blue smoke from its engine.

Monoposto Championship round, up to 1000 cc (10 laps): 1. A. Joy (1.0 Lotus-Cosworth MAE 22/31), 11 m 23.8 s, 84.86 mph; 2. J. Wood (1.0 Cooper-Cosworth MAE 176); 3. A. L. Gorsuch (1.0 Nova-Lotus-Cosworth 22); 4. F. Place (1.0 Cooper-BMC T 72). **Fastest lap:** Wood 1 m 5.6 s, 88.24 mph (record).

Sports-racing and GT cars up to 1350 cc (10 laps): 1. M. Warren (1.1 Lotus-Cosworth 23), 11 m 38 s, 82.93 mph; 2. P. Beaver (1.0 Lotus-Cosworth SCA 23B GT); 3. D. Harbison (1.1 Lotus-Cosworth 23B GT). **Fastest lap:** Beaver, 1 m 8.6 s, 84.28 mph.

Sports-racing and GT cars over 1350 cc (10 laps): 1. J. Jordan (4.7 Ford GT40), 10 m 35.8 s, 81.6 mph; 2. A. Gibson (2.0 Chevron-BMW B8); 3. E. Bunce (1.8 Lotus-Ford Europa 47). **Fastest lap:** Jordan, 1 m 2 s, 83.37 mph.

Formula libre (15 laps): 1. J. Smith (2.7 Brabham-Climax BT23B), 15 m 18.4 s, 84.55 mph; 2. C. Summers (5.0 Lotus-Chevrolet 24); 3. P. Hawtin (4.7 Lotus-Cobra 24); 4. J. Jordan (4.7 Ford GT40). **Fastest lap:** Summers, 59.2 s, 87.78 mph.

Prod sports cars up to 1300 cc, 1301 to 2500 cc and over 2500 cc (10 laps): 1. N. Kerr (3.0 Austin-Healey 3000), 11 m 35.6 s, 83.22 mph; 2. J. Carden (1.8 Marcos-Ford 8000); 3. B. Nicholson (1.8 MGB). **Fastest lap:** I. Richardson (4.7 AC Cobra), 1 m 7.2 s, 86.14 mph. **Class winners:** M. Bundy (1.3 Austin-Healey Sprite), Carden and Kerr.

Saloons up to and over 1300 cc (10 laps): 1. D. Howes (4.7 Ford Falcon), 11 m 6.6 s, 86.84 mph; 2. D. Beau (1.7 Ford Anglia 1000); 3. J. Francis (1.3 Mini Cooper S). **Fastest lap:** Howes, 1 m 4.4 s, 89.59 mph (record). **Class winners:** Francis and Howes.

Formula 4 and Formula Ford (10 laps): 1. K. Bayne (875 Vixen-Imp), 11 m 28.2 s, 84.12 mph; 2. I. Taylor (FF Dulon Maxperence LD 4C); 3. J. Bisignano (FF Titan Lucas Mk 6). **Fastest lap:** Bayne, 1 m 6.8 s, 86.68 mph. **Class winners:** Bayne and Taylor.

Monoposto Championship round, 1001 to 1500 cc (10 laps): 1. J. Yardley (1.5 Beagle-Ford), 10 m 53 s, 88.65 mph; 2. P. Wright (1.5 Emeryson-Ford); 3. D. Colvin (1.5 Lo-a-Ford Mk 6B); 4. I. Stronach (1.5 Concorde Ford). **Fastest lap:** Yardley, 1 m 4 s, 90.45 mph.

AUTOSPORT, JUNE 27, 1989



It was rough country and primitive at the time, but when Jack and his family moved in there got better. The word "better" is used a lot, and he decided to call a halt for just half an hour. He pulled up all the more than a half hour and switched off the engine and in the middle of the night he was back at work. He was back at work in the middle of the night.

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Having just retaken the lead in the closing stages, Dieter Quester's turbocharged BMW 2002 rushes into South Bank ahead of the gallant little Broadspeed Escort.

Bayerische Brands

BMW's win Guards Six Hours and three out of four classes—Fine performance by Fitzpatrick/Taylor Escort

By JUSTIN HALER

Photography by TONY OSBORN

AFTER a slight delay due to an unscheduled pitstop, Dieter Quester/Hubert Hahne took their works turbocharged BMW 2002TIK past the Broadspeed Escort GT of John Fitzpatrick/Trevor Taylor in the closing stages of the Guards Six Hours at Brands Hatch last Sunday to score overall victory in the British round of the European Touring Car Challenge. The Escort put up an astonishing performance, taking second place just over 7 secs behind the BMW. Gunther Huber/Peter Peter were third, four laps behind, in a normal BMW 2002 ahead of John Handley/Roger Enever in a 1300 BLMC Mini-Cooper S, while BMW's third class win came from the 1600 Alpina TI of Paul Bergner/Walter Treser in sixth spot. The supporting two-hour event was won by Rob Mason's Mini-Cooper S from Ed Swart (Fiat Abarth) and Lawrie Hickman (Escort).

ENTRY

WITH much work from John Webb, John Aley and Nick Syrett, a large entry of championship regulars and some important non-championship teams was attracted to Brands Hatch last weekend for Britain's rounds of the European Touring Car Challenge, being held at Brands for the first time since 1963.

The small capacity two-hour race was the one which suffered from lack of entries, although finally a reasonably interesting bunch was gathered together. Minis, naturally, dominated the list and in quick 1-litres were Rob Mason, Peter Lague, Terry Harmer/Bob Jones in the latter's newly-acquired car built to works specification by a former Cooper mechanic, and Colin Youle. Also mounted in this class were Jon Mowatt, Robin Searle and David Buckett.

Their main opposition came from the Abarth contingent, which boasted "Pam" and "Pal Joey" in their works 1000TCRs and Dutchman Ed Swart in his similar Radio Team Veronica car. Peter Harper looked a potential winner for Rootes with his Alan Fraser-entered Imp, as did Lawrie Hickman with the Leonard Ward Broadspeed TJ-injected Escort GT. Further assistance for Rootes and Ford respectively came from the Imps of Mike Freeman and Jeremy Nightingale, and the Anglia MAE of Keith St John. The 850 class comprised a mere three cars, Geoff Anstead in John Stanton's 850 Abarth,

Rein Zwolsman in a later Abarth, and Peter Clarke in a very cooking Don Moore engined Mini, the 1960 car which he shared in the Mallory Three Hours with John Aley in 1963.

The entry for the big event was much more encouraging. On paper BMW had the greatest chances, with strong contenders in three classes. In the over 2500 cc division they had two of the now reliable turbocharged 2002TIKs for Dieter Quester/Hubert Hahne and Dieter Basche paired with Chris Craft, borrowed from Ford for this race. Sole class opposition to this formidable team came from the Falcons of Roy Pierpoint/Terry Hunter and Terry Sanger, paired with his old sparring partner Terry Drury.

In the 1601-2500 cc class BMW had the very quick Austrian Dr Heimit Marko and Ford Germany pilot Dieter Glemser in a works 2002TI, with support from the Alpina semi-works 2002TIs of Gunther Huber/Peter Peter and the Escuderia Nacional Calvo Soleto Spanish entry of former F2 man Jorge de Bagration and Holger Zarges. Porsche 911s were their opposition on the SRT Holland 911, which was rushed over from Zandvoort on Saturday night, was in the hands of the formidable combination of Toine Hezemans/Gijs van Lennep, while works Porsche pilot Rolf Stommelen was sharing fellow German George Loos' 911, another quick 911 was Nick Faure's ex-Elf model, which is now supported by AFN, the British Porsche concessionaires, and was being shared with Mike Crabtree.

BMW's hopes in the 1600 cc category lay

with the Alpina 1600TIs of Gerold Pankl/Walter Treser and Prinz Ferfried von Hohenzollern/Paul Bergner. But up against them was a lone Autodelta Alfa GTA for Andrea de Adamich/Spartaco Dini, and a fleet of Escort TCs. Frank Gardner was sharing Tom Belso's Alan Mann built Ford Denmark car, Frans Lubin/Han Akensloot came over from the Saturday Zandvoort with their Alan Mann model, Ford Belgium arrived with their car for Yvette Fontaine/Alain Dex, and Willie Green was sharing Willie Kay's car again. Then came Roger Taylor's Escort, little seen this year, to be co-driven by comingman Terry Croker, Mike Franey with John Bloomfield, and finally Ken Coffey with C-type man Nigel Moores assisting. Also entered was Brian Robinson's Escort, to be co-driven by Tony Dean.

Few suspected that a challenger for overall victory would come from the smallest category, but the shrewd put their money on the beautiful Broadspeed 1300GT for the fine pair John Fitzpatrick/Trevor Taylor. Vince Woodman had fellow West Countryman and Marcos pilot Chris Boulter in his Broadspeed car, while the other challengers were a pair of Alfa GTA Juniors, an Autodelta car for Enrico Pinto/Rhody Harvey Bailey, and a Belgium-owned model for Jacques Demoulin/Jean-Pierre Cornet.

Finally came the 1300 Mini opposition. BLMC brought along two long-distance cars for John Rhodes/Paddy Hopkirk and John Handley/Roger Enever, with the Cooper-Britax Downton team represented by Gordon Spice/Steve Neal. Geoff Mabbs/Morris Torlay had a Janspeed car, Mac Ross shared his with David Buckett, and Graham Janzen his with Jon Mowatt. Phil de Banks was with Steve Marshall, Chris Alford with Jeremy Mitchell, Rob Mason with Ken Costello, Martin Ridehalgh with Roger Heavens, and finally Bob Parkinson with Bill Dick.

PRACTICE

PRACTICE eliminated the Alpina BMW of Pankl the propshaft broke, and the Austrian Formula Vee king embedded the car in the bank at Clearways, injuring himself to the extent of a broken thigh and nasty cuts, and had to be cut out. This meant that Alpina's sole remaining 1600 was entrusted to Treser/Bergner. Brian Robinson had a lucky escape when his wheel nuts sheared and he wrote the Escort off at South Bank. Luckily he had his Cortina in the transporter, and he rolled this out for himself and Tony Dean to use in the race. Steve Neal went straight on at Druids with the three-year-old Britax Cooper, which gave Ginger Devlin and the Cooper mechanics plenty to do before the race.

Meanwhile the Stanton Abarth for Geoff Anstead was rejected on wheel arch homologation grounds, which is surprising as it ran as a successful G5 car all last year. Another entry to incur the wrath of the technical inspectors was the Fontaine/Dex Escort, which has such features as an oil tank in the space of the passenger seat. The stewards upheld the scrutineers' rejection of the car, which both the Alan Mann and Broadspeed camps said they would rectify, but as the RAC de Belgique had approved the mods, the pair elected to run, putting in a counter protest to the FIA; this means that their results are provisional until the next FIA meeting.

Practice times prove little in races of this length, but one got an idea of who was going to lead who with the Quester/Hahne (1m 46.8 s) and Basche/Craft BMW 2002TIKs split by the Gardner/Belso Escort (1 m 48 s) and the Stommelen/Loos Porsche (1 m 48.8 s). The Glemser Marko BMW did a 1 m 49.8 s, and then came the little Broadspeed Escort with a fine 1 m 50.4 s. Spice did a 1 m 51 s with the Cooper, and then came Huber/Peter (1 m 51.4 s), Robinson/Dean (1 m 51.6 s),

Rhodes Hopkirk (1 m 51.6 s), de Adamich Dini (1 m 52.2 s) and the Pierpoint/Hunter Falcon on 1 m 53.2 s. Also not to be forgotten was the Hezemans/van Lennep 911, lurking on the back of the grid after an out-of-session practice.

Harper set the pace in the 1000 cc battle with a 1 m 55.6 s to Hickman's 1 m 56.4 s, Lague's 1 m 57 s, Youle's 1 m 57.2 s and the Abarths of Swart and "Pam", which two-wheeled their way to 1 m 58 s and 1 m 58.4 s respectively. Zwolsman, with Anstead non-starting, had no problem in the 850 class with 2 m 4.4 s to the 2 m 16.4 s of Clarke's old Mini.

RACE

As soon as the pace car pulled off at Clearways and the field streamed past the starter at the beginning of Saturday's 1-litre race it was Harper and Hickman who set off into the distance to entertain the small crowd. Behind, Youle soon managed to get by "Pam", with Swart, Mason and Freeman following. Lague initially ran sixth, but by the end of lap 3 he had dropped right back, and on lap 4 he dived into the pits where petrol and water cans rolling around his boot were removed, and he was away last save for Buckett and Clarke, already a long way back. Hickman was getting uncomfortably close to Harper at seven laps, but by the ninth tour the Midlander made for the pits, where because of a non-charging dynamo he had to have a battery changed, losing a lap in the process.

This early drama left Harper well clear of "Pam", Mason (who had passed and pulled away from Swart), Bob Jones, Freeman, and Lague, who was making a spectacular climb to the top. Youle made third spot but after 10 laps he pulled off at Westfield with overheating and climbed out. St John was another in trouble for, after blowing a head gasket in practice, he was having similar troubles in the race, and a pitstop and ultimate retirement with a cracked head ended his dice with the Searle and Mowatt Minis and "Pal Joey," whose Abarth fluctuated between leading and trailing the group.

It looked like being a Rootes gift until lap 18, when the Fraser machine made for the pit road. A broken camshaft drive tensioner was diagnosed, and the Italian "Pam" was in



Ed Swart three-wheels his Radio Team Veronica Fiat Abarth round Clearways on his way to second place in the 1-litre event

the lead. The retirement of Harper must have encouraged young Rob to get the bit between his teeth, for within two laps he reduced the gap from 8.9 secs to 1.3, and by lap 22 he was away into the lead, which he never lost.

However, all was not well with the Abarth, and at the end of lap 22 "Pam" came in for a plug change to try to cure misfiring, but eventually the battery was found to be flat and the car retired. Thus all eyes switched to Lague, who with just a third of the race gone had climbed to third spot and was chasing Swart. But he pitted a lap after "Pam" with low oil pressure, losing over a lap and finishing the race ambling round at the back. Freeman was another who lacked oil pressure, with a serious leak which ended his run for sixth place, and now the excitement was being provided by Hickman who was lapping 2 secs faster than the leader, and catching everyone fast. While drawing in Mason and Swart, he got by Searle, "Pal Joey," Nightingale, and Mowatt.

Searle, after a fine run in fourth place, fell victim to fumes and retired ill just after half distance, while Hickman relentlessly pressed on, carving chunks off Swart's second place advantage until lap 50, when he rushed by. He started to gain on the green Moore Mini at around 1.5 secs a lap, but it wasn't enough and Hickman's main incentive was to get ahead of Swart. He certainly needed all the time he could get, for with just five laps left he had to make another pitstop for fuel, and also for a further new battery, which dropped him back behind the Abarth, and a lap behind Mason.

Bob Jones had got his new Mini into third place at just after the halfway point when he called in to hand over to Terry Hamner, who spent the remaining laps catching Nightingale, then Mowatt, and finally "Pal Joey" for fourth place. Mowatt followed the Abarth in a long way behind, but a lap in front of Nightingale, who in turn finished one up on 850 class winner Zwolsman. During his motorc drive, Hickman equalled Tony Lanfranchi's long-standing 1 m 53.6 s class lap record.

Guards International 2 Hours European Touring Car Challenge, round 5

1. Rob Mason (1.0 Mini-Cooper S), 61 laps, 2 h 0 m 28 s, 80.51 mph.
 2. Ed Swart (1.0 Fiat-Abarth Berlina 1000TCR), 61, 2 h 0 m 56.4
 3. Lawrie Hickman (1.0 Ford Escort GT), 60
 4. Terry Hamner/Bob Jones (1.0 Mini-Cooper S), 59
 5. "Pal Joey" (1.0 Fiat-Abarth Berlina 1000TCR), 59
 6. Jon Mowatt (1.0 Mini-Cooper S), 58
 7. Jeremy Nightingale (1.0 Hillman Imp), 58
 8. Ben Zwolsman (850 Fiat Abarth Berlina 850TCR), 57
 9. David Buckett (1.3 Mini-Cooper S), 56
 10. Peter Lague (1.3 Mini-Cooper S), 52
 11. Peter Clarke (850 Austin Mini), 52.
- Up to 850 cc: 1. Zwolsman; 2. Clarke.
1001-1300 cc: 1. Mason, 2. Swart, 3. Hickman, 4. Hamner/Jones

Sunday

Sunday dawned much brighter than the previous day, and a 10,000-plus crowd were ready to watch the pace car tour slowly round before unleashing the big field. The flag dropped, and Hahn and Stommelen rushed away with Craft, Gardner, Glenner, Fitzpatrick, Huber, Rhodes, Spice, Green, Taylor and Handley in pursuit, and de Adamich already in trouble with his throttle linkage. He lost over 40 mins with this, and although he later got going, he was effectively out of the running. Both Pierpoint and Hezemans (the latter from the back) were charging through, but the Falcon's run didn't last long for Roy soon called in with gear selection and overheating bothers, handing over to Hunter.



The Stommelen Porsche 911, which was in second place for much of the race, is slipstreamed along Bottom Straight by the Hezemans/van Lennep 911, which lost much time in the pits.



Rob Morgan drifts his Don Moore Mini around Clearways on his way to a well-earned win in the small race

Although both had some more time at the wheel, the car eventually succumbed to these problems.

After 10 laps Craft moved the second BMW past Stommelen to give the two turbocharged cars the upper hand, with Hezemans heartening the Stuttgart fans with a sensational drive that had already rewarded him with fourth place at the expense of Gardner, Glemser and the dying Escorts of Green and Fitzpatrick. Mabbs was an early mechanical victim, troublesome ignition points slowing him at Druids and dropping him way back; also in trouble was the Demoulin Alfa which lacked brakes, Mac Ross who fixed a loose exhaust and changed his battery, and Woodman, whose problems began with a broken throttle system and sent him plunging down the charts. The Lubin Escort was having clutch bothers, and just as it left the pits, in came the Hezemans Porsche with a broken rocker, which put it out of the running. The rocker was changed, but with 40 mins lost it was only a superb drive which saw the Dutch pair figure in the results at all. Faure was another fancied Porsche pedaler who hit trouble early on, with a slipping clutch which deteriorated throughout the event, ultimately causing his retirement.

The misfortunes of others were mixing up the lap chartists' efforts, but up front the Hahne and Craft BMWs were holding supreme from Stommelen, Gardner, Glemser, Fitzpatrick, Rhodes and Green, who had slipped back two places after a quick stop to pull some bodywork, damaged against a backmarker, away from his wheelarch. The Derby man, driving a great race, did not take long to catch up with Fitzpatrick again, but it was not an Escort TC day; just as the SRT 911 left after its long stop Gardner brought Belso's TC in with a repeat of practice bothers, a broken valve spring. It took 27 mins to replace, and when another went later (24 mins to change) they were no longer in the hunt.

With one hour gone there were signs of excitement, with pitstops expected of the leaders; Green's run in sixth place ended with a broken differential. Craft was the first in and he was followed rapidly by Hahne. All this put Stommelen ahead of Basche, Glemser, Quester and Fitzpatrick. Spice lost time having a fuel pump changed, as did Dick with a shattered windscreen. Quester soon took third place, which became second when Stommelen roared in and handed over to the much slower Loos, and the order steadied out

with Fitzpatrick fifth, not stopping until the two-hour mark to hand over to Taylor.

As well as Belso (who just had top gear left), Robinson was having transmission difficulties with no third gear, while Ford misfortunes were increased further when the Taylor/Crocker TC, which had been running very well, refused to start after a routine stop and lost a lot of time. Shortly after two hours, one-third distance, Quester shot by Basche on the Top Straight into the lead, with Loos third and Glemser fourth. But almost immediately the Craft Basche machine was wheeled away to the paddock with a bent rocker, putting the train-like Broadspeed car inconspicuously up to fourth spot from Huber/Peter and Rhodes Hopkirk.

There seemed to be no stopping Quester, and with 24 hours gone he was coming up to lap Loos, with Taylor now chasing Marko furiously and thrilling the partisan crowd, to whom the David and Goliath battle appeared strongly. At exactly three hours into the pits came the leader, elevating the less thirty Porsche into the same lap. Marko and Taylor kept at it as though it were a 10-lap sprint. Harvey-Bailey lost some time clobbering the bank at Pilgrims, but carried on, while Costello lost time fixing a waving bonnet; Robinson/Dean still lacked gears and Faure Crabtree were without a working clutch.

Shortly after half distance Marko limped into the pits and retired his 2002TI, another victim of a bent rocker, which gave Taylor an incredible third place overall. Even more exciting was the news that the little Escort was closing on Loos' Porsche, and sure enough with 114 laps completed Trevor took second spot from the 911. Then a lap later the former FI man hurtled the silver and maroon GT into the lead as Hahne rushed in to make an unscheduled stop for a complete tyre change to cure peculiar handling. The Porsche went by, and amid all this excitement in the pits, the Janzen Mini briefly caught fire when a petrol pipe was cut during refuelling, being rapidly extinguished by the very efficient fire marshals. All this injected excitement into the race, with Taylor now 60 secs ahead of the Porsche, which was soon caught by the BMW.

At 4 pm Taylor brought the Escort in for its scheduled stop for oil, 20 gallons of fuel and John Fitzpatrick, which was enough to see it through to the end. Hahne reclaimed the lead, but had another stop imminent, while Loos soon lost his brief second place when he made his stop to hand over to

Stommelen and change the only tyre that did not last throughout the run. These stops had put Huber/Peter up to third ahead of Stommelen, Rhodes Hopkirk, Handley Enever, Bergner, Treser and Fontaine Dex in the controversial Escort which the Belgians were driving so well. At 4½ hours the third-placed BMW made its stop, which put Stommelen into third place, which he kept despite a lightning additional stop to take on an extra quart of oil. Bergner/Treser now split the Mui team, as Hopkirk came to have his rear suspension arm bracket fixed.

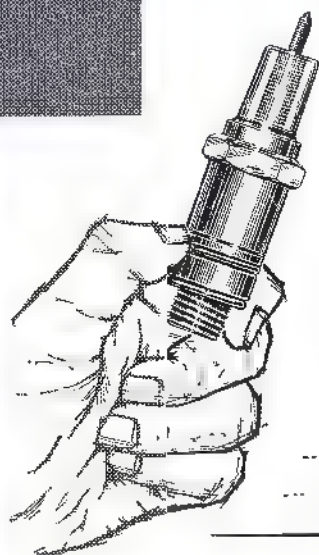
Thinking of his imminent pit-stop, Hahne was really flinging the 2002TIK around, and he had opened up a 34.5 secs gap to Fitzpatrick by the time he thundered into the pits with 142 laps gone for oil and fuel. Then the battery failed again, and Quester had to watch the Escort rush by into a 67 secs lead. Stommelen, with 75 mins still left, was still a threat in third spot—but then his run came to an end in a very nasty moment when a driveshaft broke as he rounded Stirling's.

All eyes were now on the lead battle as Quester, using all the road and much of the grass powered the whistling BMW after the Escort, which was running as sweetly as ever. He carved yards off every lap, and despite a very sideways antic at Stirling's, took the lead on the Portbello Straight and brought the BMW home to a good victory from the incredible little Escort. Huber/Peter came in third three laps behind, with Handley Enever struggling home fourth on a flat tyre. Then came Bergner/Treser, Fontaine Dex, Rhodes/Hopkirk after their suspension troubles, Pinto/Harvey-Bailey, who survived some lard moments, and the very reliable and steadily-driven Heavens Ridehalgh Minis.

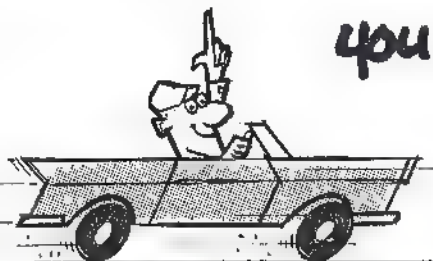
Costello/Mason were 11th after losing much time fixing their loose bonnet, with van Lennep/Hezemans 12th after their 40 min-plus stop. Cornet/Demoulin came next ahead of the Drury/Sanger Falcon, which numbered blown rocker cover gaskets and flat tyres among its troubles and finally waited for the leader to take the flag to limp across the line with a broken axle casing. Taylor/Crocker struggled home with a deflating tyre, while Bloomfield/Franey finally took 19th spot after spending 27 of the last 40 mins changing their diff.

Guards International 6 Hours Brands Hatch, June 22 European Touring Car Challenge, round 5

- Hubert Hahne/Deter Quester (2.0 BMW 2002 TIK a/c), 191 laps, 6 h 0 m 0 s 04.36 mph
- John Fitzpatrick/Trevor Taylor (1.3 Ford Escort GT), 161 h 0 m 0 s 02.5
- Günther Huber/Peter Peter (2.0 BMW 2002TI), 141 laps
- John Handley/Roger Enever (1.3 Mini-Cooper S), 85
- Paul Bergner/Walter Treser (1.6 BMW 1000T), 165
- Yvette Fontaine/Alain Dex (1.6 Ford Escort TC), 163
- John Rhodes/Paddy Hopkirk (1.3 Mini-Cooper S), 162
- Tony Dean/Brian Robinson (1.6 Ford Lotus Cordoba), 160
- Enrico Pinto/Rhodydy Harvey-Bailey (1.3 Alfa Romeo GTA Junior), 178
- Roger Heavens/Martin Ridehalgh (1.3 Mini-Cooper S), 176
- Ken Costello/Rob Mason (1.3 Mini-Cooper S), 174
- Gje van Lennep/Toine Hezemans (2.0 Porsche 911), 170
- Jean-Pierre Cornet/Jacques Demoulin (1.3 Alfa Romeo GTA Junior), 166
- Terry Sanger/Terry Drury (4.7 Ford Falcon Sprint), 168
- Roger Taylor/Terry Crocker (1.6 Ford Escort TC), 161
- Graham Janzen/on Muiwall (1.3 Mini-Cooper S), 160
- Frank Gardner/Tom Belso (1.6 Ford Escort TC), 156
- Mac Ross/David Buckett (1.3 Mini-Cooper S), 155
- John Bloomfield/Mike Franey (1.6 Ford Escort TC), 151
- Andrea de Adamch (1.6 Alfa Romeo GTA), 149
- Holt Stommelen/George Loos (2.0 Porsche 911), 148 DNF
- 1001-1900 cc: 1, Fitzpatrick/Taylor 2, Handley/Enever, 3, Rhodes/Hopkirk; 4, Pinto/Harvey-Bailey.
- 1501-1600 cc: 1, Bergner/Treser 2, Fontaine/Dex 3, Dean/Robinson 4, Taylor/Crocker.
- 1601-2500 cc: Huber/Peter; 2, van Lennep/Hezemans; 3, Stommelen/Loos
- Over 2500 cc: 1, Hahne/Quester; 2, Sanger/Drury.



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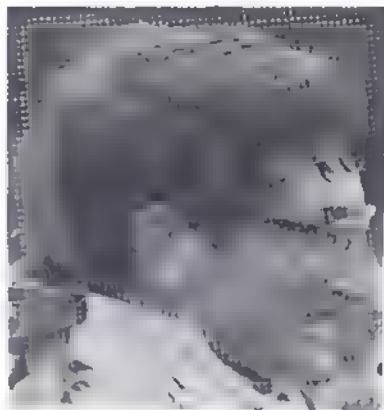
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PROFILE



John Miles

"I would be happier to be top of F2 or CanAm rather than halfway there in F1"

By IAN TITCHMARSH

EVERY racing driver reaches a point in his career where his innate talent will take him no further, and experience must be developed on top of natural ability if he is to progress. Some drivers reach this limit in, say, Formula 3 while others go on finding they can cope with more and more advanced machinery until a place in a Grand Prix team is theirs. Very much in the second category is John Miles, now a "lusty 25," who quit F3 at the top at the end of last year, and has shown in his few F2 drives that this more senior type of racing holds no fears for him.

The 750 MC is often cited as the breeding ground of great chassis designers, but it is doubtful if their friendly rivals at the VSCC would lay claim to having nurtured many works drivers for these designers. Nevertheless a teenage Miles, the proud owner of an Austin Nippy, joined both these clubs and after working up fervour in a concentrated course of trials, rallies and driving tests the

Nippy was raced round Silverstone by courtesy of the Vintagents. The more raceworthy Ulster model followed in 1963 and then, following a real rush of blood, a device called the Omega-Jaguar was acquired from John Wilks. This now-forgotten machine, sporting a bored-out 34 engine and "RSs on 3 ins rmsl", was raced once only at equally-forgotten Debden, the only truly memorable moment coming when John encouraged the car to his first outright win.

For the following year it was decided to set about racing properly, and a glance at the Miles pocket and the current scene showed that a Diva GT was a good buy. With help from Divas, the car was assembled at their workshops around a 1650 cc Ford pushrod engine, and Miles ran the car on his own throughout the year in this form, notching up some eight wins and two retirements out of 15 starts. For the Nürburgring 1000 Kms a 1-litre motor was slotted in, and with Peter Jackson co-driving they won their prototype

class, "through sheer doggedness" according to a contemporary report.

Having seen what Willment had done for Boley Pittard during the year, "at the beginning of 1965 I offered myself to Jeff Uren, who agreed that Willment would supply and build the engine while I did all the preparation and worked for them as a sort of progress-chaser cum general dogsbody in their competition department." This was the move which set Miles on the right road once and for all, for the red and white Diva started in 18 club races that year, and came back with 16 outright or class wins and two thirds. And so, after only two seasons of real racing, not only the Redex GT Championship but also the third Grovewood Award were his.

With Willment now enthusiastically behind him, John took the decision which was to bring him right into the limelight, for so far all his winning had been done at club level. The Diva was sold and a brand new Competition Lotus Elan took its place with a vengeance. Once again Miles supplied the car (out of the Diva's proceeds), while Willment came up with one of their best Lotus twin-cams and did all the mechanical work gratis. This car carried all before it, winning outright in its first nine Nationals and Internationals and carrying off the Autosport Championship. "We were never beaten by another Elan, but when Digby Martland and the Chevron GT came along I knew the writing was on the wall."

Something larger was tried at Brands one day when John borrowed one of the numerous Cobras which Willment had lying around the shop in those days and beat Ron Fry's GT40. "The sheer physical effort of driving one of those cars is tremendous," but more important still, people in high places had taken notice of the lanky, bespectacled young man whose forceful style kept him winning races. In April an F3 test drive was arranged by Lotus together with Jack Oliver "but, quite simply, I had never driven a single-seater before and so I was a second slower and Oliver got the drive."

Colin Chapman had not forgotten him, for a Lotus Cortina was made available at the Oulton Park Gold Cup meeting, but after practising faster than Peter Arundell, sundry mechanical disorders deprived John of a car on race-day. A favourite Miles expression is "trauma": in fact one of the most traumatic experiences came on his test day for the Lotus Components drive when the prototype Europa caught fire at Brands and melted just about everything in sight except a rapidly fleeing Miles.

The three-year contract which he signed with Lotus brought him drives in both the development Europa and the "hair-dryer" F3 41. In no time at all the F3 car was being driven with the same verve as the long line of GTs and, although Lotus confined their racing to this country, Miles was mixing it with the leaders to such an extent that at the last British International of the year at Brands he was fastest in practice, ahead of Courage, Pescarolo, Gethin, Ahrens *et al*, and took third place in the final in appallingly wet conditions. The few Lotus Cortina drives "usually expired in a cloud of oil" but a highlight of the year was a class win in the BOAC 500 with Jack Oliver in a Europa. In every BOAC 500, twice with Oliver and once with Brian Muir, John has won his class in this race "although we covered 12 fewer laps this year in the 67 than the year before due to various troubles."

Gold Leaf sponsorship in 1968 brought lots more dramas, but out of six Internationals with the F3 41X John scored four wins, which marked him out as one of the *élite* in the Formula. The Europa was also raced at meetings up and down the country, but in the Internationals it met with Porsches and Chevrons which deprived it of the significant 2-litre class win. As the year passed it became clear that Miles' talents had far outgrown F3,



John Miles' serious motor-racing started with his 1.6 Diva-Ford. Here he lifts a wheel at Devil's Elbow on his way to a win at Mallory in 1965. Bernard Unetti's Tiger is behind.

but nothing better came his way apart from a cockpit-fitting session in an F1 Lotus just before the Belgian GP. This came to nothing when Oliver kept the drive, although John had decided that an F1 *début* at Spa wasn't a good thing, and with only one works F2 car being run nothing could be offered there either.

"I decided that I couldn't do any better in F3 and if I stayed on it would only do me harm," so for 1969 it had to be something better. Chevron were looking for a works driver and Miles seemed an ideal choice. "It was real cloak and dagger stuff. We all met at some sinister pub halfway between London and Bolton and discussed the deal, but it turned out they wanted to do F3 as well as GT racing so I decided to stay with Lotus." This year Lotus have got themselves two F3 specialists and so John has not been called upon to perform in the 59, and this has thus far left him with the first of the Type 62 G6 cars and very few races. The latter is rather too good a tool for club races but Gold Leaf don't sell many fags abroad and, in general, aren't interested in Continental events.

With Lotus once again running a two-car F2 team for their Grand Prix stars, a spare car for Miles when the "kings" are away must be on the cards from time to time, although the first outing at Jarama was rather less than heartening. After he had set sixth fastest time in practice ahead of teammate Alan Rollinson, the FVA's fuel pressure disappeared on the warming up lap, and by the time the car was going again an obstructive marshal would not let him join the grid. "I know now that I should have ignored him and driven on," but this first taste of F2 is summed up as "fabulous." His second drive in the 59B at Hockenheim the other weekend brought fifth place behind the leading quartet after he had lost their tow on the oily circuit; he is due to drive it again at Zandvoort next month.

Like most other promising young British drivers John hankers after an F1 seat, which in his case should not be so far off, but he cannot conceal his enthusiasm for CanAm racing, which to him represents the ultimate in motor sport: "CanAm is extra grouse; just think of all that mumbo coming out of the corners!" Clearly, the whole prospect of a 7-litre G7 car really turns him on: "I think the real reason why I prefer CanAm is because I'm more used to sports cars." However, when pressed, John will admit that he would like to aim for the very top of the tree, the World Championship, "but you shouldn't go around saying you want to be World Champion."

John actually drove a Formula 1 car for the first time last week - nothing less than the new 4wd Lotus 63, for a Press demonstration at Hethel.

Above all else, John Miles is a motor racing enthusiast, and among professional racing drivers this quality is not as common as might be thought. People who say they will give up racing unless they "make it" within a year or so leave him speechless. Although cash, self-glorification and popular acclaim, the motivations of other men, may all play their part in his complex character, he gives the impression that he will go on driving anything in which he can give a reasonable account of himself, and enjoy it, as long as there are cars to drive. "I would be happier to be top of F2 or CanAm rather than halfway there in F1."

He probably displays more honesty and realism in his outlook than most of his rivals, being one of the few drivers who will admit that he was beaten fair and square without moaning that his tyre pressures were $\frac{1}{2}$ lb out. Even after his epic drive through the field at the British GP F3 race last year, he was the first to acknowledge that the Firestone YB11s, which he had and the others didn't, played a vital rôle. Nevertheless, when something upsets him he tends to sink into a



Miles progressed from the successful Diva to an even more successful competition Elan, winning the AUTOSPORT Championship.



John at Brands Hatch during the 1967 BOAC 500 with the works Lotus 47, which he took to a class win with Jack Oliver.



Miles had a successful two seasons with works Lotus 41C and 41X cars. Here he leads Roy Pike's Titan on his way to a first-time-out victory with the 41X in the Daily Express Silverstone F3 event of 1968.

mood which is hard to conceal and he realises this gives a wrong impression: "People tend to think I'm not satisfied with what I'm doing, but in fact driving as I am for Lotus at the moment is great and I'm very happy."

The spate of fatal accidents in the last couple of years have made John very safety-conscious: "A few years ago I wouldn't have given safety precautions so much thought, but when accidents start happening to the most unlikely people you realise that it's worth concerning yourself with them a great deal. I can't see that it makes any difference to the spectacle or the circuit whether a tree is 10 inches or 100 metres from the edge

of the road, and I'm all in favour of having crash barriers wherever necessary."

To Miles motor racing is a way of life which he hopes to lead for a very long time to come, although recently he has become involved in engine tuning as the third partner in Racing Services, operating the company's dynamometer. "I'd also like to do something to help the competitor at club level, but at the moment I'm not quite sure of the best way of doing this." And if all else fails he could always turn to journalism, as his sometimes outrageous and often amusing observations of the racing scene in *Cars and Car Conversions* showed a couple of years ago!



Zandvoort: Jackie consolidates

Stewart wins Dutch Grand Prix for second year running for Tyrrell and Matra—Rindt's Lotus breaks when leading—Siffert magnificent second—Amon brings Ferrari home third

By PATRICK McNALLY

Race data by ALAN PHILLIPS

Photography by PETER BURN

JACKIE STEWART continues to dominate the Formula 1 scene. Last Saturday he won his second Dutch Grand Prix, consolidating his lead in the World Championship. Jackie drove a mature race as always, asking no more of his car than was really necessary, and this victory was almost as impressive as his much-publicised success in this race last year, when he won in streaming wet conditions.

Jochen Rindt, who had been fastest in practice, led Stewart for the first 16 laps; then a driveshaft UJ broke, putting the Lotus out of the race. Jo Siffert, after a poor start, drove another fabulous race for Rob Walker/Jack Durbacher, taking second place in the dark blue Lotus only 25 secs behind the winner after one of his characteristic sideways drives. Chris Amon was third in the Ferrari—the first time he has finished a Grand Prix since Brands Hatch last year; the Ferrari wasn't quite fast enough to do any better.

The race was one of the best Formula 1 battles for many a day, with 10 finishers out of 15 starters, and a race-long duel between Amon, Hulme, Ickx and Brabham. The wing thing raised its ugly head yet again, for the bodywork clause was being interpreted very liberally, and Ferrari and Matra both protested unsuccessfully after practice because of the devices on the Lotuses and Brabhams.

BOTH Lotus and Matra chose the Dutch Grand Prix to present their much-heralded four-wheel-drive cars, although on this occasion they were present as unknown quantities and more as reserves than serious contenders. McLaren had hoped to bring theirs too, but with their CanAm commitment it wasn't finished in time. Seventeen entries were originally made, but this was re-

duced by two when Ferrari withdrew their second car, which was to have been driven by Pedro Rodriguez, and Mario Andretti's entry in a third Lotus was scratched due to a disagreement over starting money—although a postponed race at Langhorne was blamed. Rodriguez is contracted to Tim Parnell but the latter hadn't had time to install his newly-acquired four-valve BRM engine—thus Pedro was out of a drive.

Gold Leaf Team Lotus arrived with four cars for Graham Hill and Jochen Rindt. a

pair of the new Type 63 4wd machines, and two 49s to B specification—the cars Hill and Attwood used at Monaco. The Type 63 is simply a scaled-down version of the Lotus Indy car—an incredible contrivance of parts, and without doubt a brilliant design with a great deal of forward thinking. Using a low, lean monocoque chassis the engine is reversed with the gearbox master differential unit immediately behind the driver's seat. This transmission consists of Hewland DG gears in a special casing which has an extra drive to the torque-split central diff, located on its side but part of the main casting; the whole unit is surprisingly compact. From this master differential the drive is taken by enclosed shafts to the front and rear wheels via ZF differentials and little short driveshafts. The castings for these two diffs are the width of the body, with the actual diffs themselves off set to the left.

At the front the driver has to tuck his legs under the axle to get at the pedals. This design permits the brakes, which are located on the end of those two castings, to be mounted semi-inboard. Girling's new Type E caliper is used on large ventilated discs, the caliper being mounted below the disc—the only place for it if it is not to foul the suspension. These

are the same brakes as are used on the Indy car.

The front and rear suspensions of the 63 are virtually the same, with fabricated wishbones, at the front a cantilevered top wishbone operates on the inboard spring damper unit, while at the rear the wishbones are wider, and again inboard springs and dampers are used. There are no forward-facing radius rods. The tiny hub casings are heavily ribbed to dissipate the inevitable heat build up transmitted from the universal joints. Knock-on 13 in diameter wheels are used all round, which maintains the overall low appearance of the car.

The steering is of necessity a complicated system, but Chapman's ingenuity has overcome the problem. There is a short rack and pinion which is fixed at one end and therefore operates simply as an old-fashioned drop arm would. When the steering is moved the "drop arm" operates on one of two connected triangular pivoting sections, which in turn operate the steeply angled steering arms which pass backwards beneath the front driveshafts. At a glance the steering looks quite incredibly complex, but further inspection reveals it to be thus simple yet effective design. Let's hope all the drawing board calculations were right and a front driveshaft never breaks!

The restricted question as far as all the 4wd cars were concerned was what ratio of torque was supplied to the front and rear wheels. Four wheel-drive cars have always suffered from understeer, so to overcome this far more torque has to be fed to the rear wheels than the front by the central torque split but no one would say just how much. The

other question which was answered simply with a smile concerned limiting devices in the differentials. The Lotus 63 at this stage would appear to be free of all limiting devices, so that if one wheel lifts the drive is lost, which means the suspension has to work very well indeed. The fuel is contained in five cells, two alongside the driver and two alongside the engine, with a fifth behind the engine itself but not within the monocoque chassis, all feeding via special valves into a central reservoir. There is a separate oil system for the transmission which has its own oil pump and cooling system.

By contrast beside all this innovation, the Lotus 49s were little altered since Monaco, although 49/6 now has proper B-type rear suspension.

Matra International arrived with three cars for Jackie Stewart and Jean-Pierre Beltoise, their usual pair of MS80s, and a single MS84, the prototype 4wd Matra. The MS80s were just the same as at Monaco (with Stewart driving 02 and JPB 01), for the concentrated effort had been on the new car. The MS84 is basically a space-frame using many parts of the monocoque MS80, to which it bears a striking resemblance. In sharp contrast to the Lotus layout, which utilises Chapman, Hewland and ZF ideas, the transmission on the MS84 is almost pure Ferguson. Like Lotus Matra have reversed the engine and the transmission is now behind the driver. Although the central differential is Ferguson, Howland gears are used in the gearbox; shafts take the drive to the front and rear diffs as on the Lotus, and the brakes are also semi-inboard. Matra use the new Girling caliper mounted

beneath the disc, but have retained very similar suspension to the MS80, although the bottom wishbone is now a parallelogram. Again the question of exactly how the power is divided between front and rear wheels is a secret, but there seems a strong possibility that Matra have a limited-slip differential device incorporated in the rear differential. The MS84 looks rather agricultural beside the Lotus, and weighs 115 lbs more than the MS80, however, they hope to produce a monocoque chassis and cast the transmission casings in magnesium instead of aluminium, which should reduce the weight considerably.

BRM had also brought along a new car, although still two-wheel-drive. This was the P139, a full monocoque of almost circular section reminiscent of the 1965 1½-litre cars. Tank capacity is increased by 7 gallons, so there is now no need for the outside tanks used by the old type BRMs at Barcelona and Monaco. The chassis is light and narrow and has an almost constant uniform section. The monocoque is cut away at the rear for a pair of oil coolers, leaving the nose free for the water radiator, which is sharply angled for better air flow. The front suspension is very similar to the 138, with cantilevered top wishbones and inboard springs and dampers. The rear suspension is also familiar with a single top link, twin radius arms and BRM's favourite parallelogram lower wishbones; the rear uprights and halfshafts are the same as on the 138. To reduce unsprung weight at the front live stub axles are used instead of live

It has been said that the BRM V12 engine has actually been producing its optimistic sounding 450 bhp, and at was the



Lap 3 and Jochen Rindt has snatched the lead from team-mate Graham Hill. Behind the Gold Leaf Lotus 49s are Stewart's Matra, Hulme's McLaren and Amon's Ferrari



Chris Amon had very unhappy with his Ferrari handling in practice—as he describes here to Jacuponi, Franco Gozzi and his personal mechanic Roger Bailey

chassis that was at fault—perhaps this new BRM design will prove it one way or the other. The new car was of course for John Surtees, who also had 138/01 which was sporting a new up-swept tail and a new oil tank over the gearbox but was otherwise unchanged. Jack Oliver had his older P133 which had been brought up to date with tail and oil tank modifications.

Scuderia Ferrari arrived with two cars for Chris Amon, 0017 and 0019—the cars he used at Monaco. There were no major changes to either, although the engines had been rebuilt with different tolerances after the bearing trouble at Barcelona. The differentials were new, their failure at Monaco having been traced to incorrect heat treatment. One of the reasons why Ferrari withdrew the second car for Rodriguez was undoubtedly because the mechanics and engineers seem unable to prepare a single car for Amon without a great deal of drama, and if a second driver were added Amon would feel some of the work was being diverted from him.

Bruce McLaren Motor Racing, having failed to ready their M9A 4wd car in time, arrived with the M7C for Bruce McLaren and M7A/2 as usual for Denny Hulme. Both McLarens had wide trays around and behind the engine in an effort to find down-thrust with-

out a proper wing, but the only other changes seemed to be wider front wheels (11-ins rims instead of 9 ins). The Brabhams for Jack Brabham and Jacky Ickx, too, were virtually unchanged since we last saw them at Monaco, although they also had added rear bodywork which finished in a wing of sorts, apparently within the letter of the law. After Brabham's recent spate of rear hub failures the pickup points for the bottom rear wishbones had been very carefully redrilled. The Frank Williams Brabham for Piers Courage was also more or less as before, although the oil tank had been repositioned in the air-stream behind the driver's head, and the troublesome aluminium fuel tanks had been changed for rubber fuel cells, with an additional one under the driver's seat to increase the tankage.

Jo Siffert was entered as usual with the Rob Walker/Jack Durlacher Lotus 49, its 9-series Cosworth engine rebuilt after its Monaco practice blow-up. Colin Crabbe had at last got hold of the side-tanked McLaren M7A for Vic Elford, which had been used by Bruce in the South African GP and the Race of Champions—in actual fact the side-tank car, although built as an M7A, is really the one-and-only M7B, the F5000-based car being the M7C. Crabbe's car still has an 8-series engine, although the oil system has been modi-

fied to this year's specification. Silvio Moser was also entered in his ex-Frank Williams Brabham BT24 with its early Cosworth engine—the car Piers Courage used in this year's Tasman Series.

PRACTICE

THERE were three practice sessions, the first on Thursday afternoon and the other two on Friday, which gave little time for rebuilds as the race was on Saturday instead of Sunday. Nearly everybody had done a good deal of unofficial practising during the previous two weeks, and Stewart was no exception. It was therefore not surprising when the Scot, driving his conventional MS80, soon got down to 1 m 22.6 s, finally reducing it to 1 m 21.5 s, the fastest time recorded on the first session on Thursday. The Matra seemed ideally suited to the circuit and it was very unlikely that the 4wd car would prove to be as competitive.

Graham Hill was next fastest in the Lotus 49B, half a second slower; fifth gear was slightly too low and he was having to lift off down the straight, but otherwise he seemed very happy. Like Stewart he left his 4wd car alone at first, making sure his regular car was going properly. Jochen Rindt was having a miserable time in his Lotus, unable to go faster than 1 m 24.21 s. To start with they thought the gear ratios were wrong, but later it was discovered that the engine was down on revs, and it was changed that night. At this stage both Lotuses were running with up-swept tails but nothing remotely resembling a wing.

McLaren, whose fortunes have been low in F1 so far this season, took on a new lease of life when Denny Hulme got round third fastest in the old M7A with a lap in 1 m 23.38 s. The team's problems to date have been basically tyres, but Goodyear have gone back to last year's compound (G9) and this seems to be doing a competitive job, for teammate Bruce was next fastest only 0.3 sec slower. At one stage Denny tried an attachment to the bodywork, but this resembled the outlawed wing too closely for the organisers' liking and it was removed. Chris Amon was extremely disappointed with the performance of his Ferrari and was letting people know it—not surprisingly, as he was going slower than he did last year, when he set pole position. Towards the end of practice his engine lost power for some inexplicable reason and it was changed overnight; Chris had also been having brake bother.

Another person dissatisfied with his performance was Brabham driver Ickx, whose engine was down on power due to a mixture problem; however, his time of 1 m 23.87 s made him sixth fastest, so it couldn't have been that bad. Piers Courage got going fast early on in the session in Frank's Brabham,



Of these three "body-mounted wings", one was declared illegal and the other two were permitted. Can you spot which one? From left to right, Brabham, McLaren and Lotus



The drivers and officials gathered around Brabham's Matra MS84, which was the fastest of the day. Brabham, who had just finished a lap, is seen in the foreground, looking towards the camera. Other drivers and officials are visible in the background, some standing and some sitting in the car.

recording 1 m 24.07 s, but he was suffering from a cold which was making him feel pretty rotten and, although consistent, he didn't improve on this time. Jack Brabham looked as thoughtful as ever, quite undisturbed by all the young men in front of him; JPB in the second Matra was a model of consistency, but his best time of 1 m 24.7 s was a long way off Stewart's best.

Jo Siffert was getting the dark blue Walker Lotus at incredible angles, as he was getting too much downthrust from the Lotus' rear body section which was pushing his suspension down on the stops, giving him sudden oversteer—it was good to watch but not a very quick way round. BRM's fortunes hadn't changed even with the new car, and John Surtees, after having gear selection and other problems with it, decided he would be better off in the P138. Tony Rudd would have obviously preferred him to persevere with the new car, and neither of them looked happy when the old one then developed its age-old electrical problems once again. Team-mate Oliver, who had circulated in private practice in 1 m 22 s, was having a wretched time: first his engine started throwing oil out when something went wrong with the scavange system, and then, having speculated for an hour, he found himself with an excess of oversteer and serious brake trouble. Silvio Moser had a nasty accident shortly before the end of practice, tearing down yards of fencing when he left the road on the right-hander after the Hunsberg; his Brabham was quite badly damaged but, although he missed the rest of the practice session, his mechanics got the car ready for the race. Vic Elford managed only a couple of laps before he found himself sitting in a bath of petrol after a union between two fuel cells had come loose on his McLaren.

Friday morning

Having wasted Thursday's practice session as far as he was concerned, Jochen Rindt was eager to make amends on Friday morning. This he did in no uncertain manner, really steaming round in the Lotus 49 and getting down to 1 m 21.4 s. He then came into the pits, had some sorbo rubber fitted to make the cockpit more comfortable, went out again

and reduced his time to 1 m 20.85 s, very much the fastest ever lap at Zandvoort. Jochen was obviously very happy with the car and not keen to waste time trying his 4wd variant. The Lotuses were fitted with some very effective-looking body wings after Chapman had looked at the opposition to see how far he could go, and these obviously helped a lot. On the other hand Stewart spent most of this session trying the Matra MS84, but a fuel supply problem wasted a good deal of time and he went back to his MS80 with which, encouraged by Rindt's efforts, he recorded 1 m 21.14 s on his last lap to be second fastest.

The organisers made a nonsense of the timing and credited Stewart with the fastest lap at one point, but corrected this right at the finish of practice after a lot of ballyhoo. Stewart's best in the 4wd car was 1 m 26.68 s. Graham Hill, whose 49B was still being prepared at the garage, had only his 4wd car to use; despite an apparent understeer problem, he looked very neat and tidy with a time of 1 m 25.75 s. However, the 63 was bottoming badly and the Lotus boys spent a good deal of time changing springs to increase the ride height.

Amon was still very unhappy with the handling of the Ferrari and they were busy checking the alignment of the wheels, having cured the braking problems they had had the previous day. Chris then improved to 1 m 22.69 s, which made him third fastest in the session and fourth fastest overall at this point. Hulme reduced his time by 0.3 sec, while Piers Courage got down to 1 m 23.36 s, which pleased him no end. Sepp found the handling of the Walker Lotus much improved after Chapman and Hill had both advised on the position of the front fins, but Jo was finding the bumpy surface of Zandvoort a problem with his usual last minute braking tactics and, although he got down to 1 m 23.94 s, he could not improve on this.

Jacky Ickx terminated his practice rather abruptly when he left the road going up the hill after the Hunsberg, his Brabham dropping some 20 ft through the sand dunes but making a sufficiently soft landing to be virtually undamaged. Several able-bodied marshals manhandled it back onto the road, and

Ickx drove slowly round to the pits. Bruce McLaren spent most of the time experimenting with different front wheels and didn't go as fast as on the previous day, while Brabham also found he was a bit slower. Jean-Pierre Beltoise did a single lap in the 4wd car to make sure it was running properly, and then got back in his own MS80 and improved his time to 1 m 24.44 s.

John Surtees had convinced BRM that they should try Marelli ignition, and the 138 certainly sounded a lot crisper; however, try as he might, Big John was unable to do better than 1 m 25.21 s, which was 0.1 sec slower than team-mate Olaf. Vic Elford recorded 1 m 28.8 s, which was still not a competitive time.

Friday afternoon

A few drops of rain fell as final practice started on Friday afternoon, and it looked as if the grid would be made up from the times recorded in the previous sessions. However the road stayed dry enough for Ickx, McLaren, Brabham and Surtees to improve their times and alter their places. Ickx was fastest with a 1 m 22.85 s, which gave him a place on the second row alongside Amon's Ferrari. Rindt retained his pole position, with Stewart in the middle and Hill on the outside, although none of these three went particularly fast in this last practice.

Bruce's improved time pushed him up onto the third row alongside team-mate Denny, with Brabham now on the outside, while Courage and Siffert found themselves squeezed back onto the fourth row. Beltoise was behind them along with Surtees and Oliver, Big John now having gone a fraction faster than Oliver. Vic Elford and Silvio Moser shared the last row of the grid.

At the end of practice Matra lodged an official complaint against the Lotus "wings," but this was turned down by the organisers. Ferrari, acting on instructions from the factory, also lodged a formal protest, but later waived it and agreed to run after issuing notice that they disapproved of the wings used by Brabham and Lotus and were running under public protest. Mauro Forghieri said that recent events concerning wings (meaning the saga of Porsche at Le Mans) had made a mockery of the FIA and the CSI.

LAST year the Dutch GP organisers are said to have lost money due to the poor attendance figures, so everybody breathed a sigh of relief on Saturday when the cloudy weather cleared completely by mid-day. Prince Bernard of the Netherlands, a keen motor racing fan, arrived at the last minute by helicopter just as the cars were ready to move out to do their inspection lap. All 15 formed up on the dummy grid with remarkably little ado, but as they moved forward with only one minute to go Ickx lagged back, already in clutch trouble with the Brabham; however he was in his proper place when the flag dropped and the race got under way.

It was a fabulous start, with Hill getting away in drag racing style from his outside position. Team-mate Rindt was just a fraction slower but almost alongside as they tore into Tarzan, with the Matra and Ferrari of Stewart and Amon in very close company behind them. The two red and gold Lotuses touched on at least two occasions before they got to Gerlachbocht, the fast right-hander before the Hunsberg, and there was certainly no gap left for Stewart. Amon had made an extremely good start from the second row, but found Stewart in his way 100 yds after the start and was forced to lift off and tuck in behind him. Behind these four came the orange McLarens of Hulme and McLaren, who were just ahead of Brabham. Piers Courage got rather boxed-in coming out of Tarzan, but made a determined effort, going down the outside of three or four cars to slot in ahead of Jo Siffert, giving him a gentle nudge. Ickx had made a very poor start in the Brabham, as the clutch was dragging and he had been forced to back off just before the flag went down. With hand raised he then proceeded to get under way in series of lurches at the tail of the field behind both Elford and Moser.

As they came tearing down the straight past the pits on their first lap Hill was 25 yds ahead of Rindt, who found he had the blue Matra alongside as they started braking for Tarzan, but Jochen maintained his advantage and was closing on Hill as they went into the right-hand kink, through the hairpin and up over the hill out of sight. The Ferrari was lying in fourth place under constant attention from both McLarens, while Brabham was being kept busy only a matter of feet behind by Courage and Siffert, the Swiss driver really determined to be past Courage before the end of the second lap. Beltoise was lying in tenth place ahead of the BRMs of Surtees and Oliver, with Elford, Moser and Ickx trailing them.

Hill and Rindt were still hard at it, fighting every inch of the way, as they came past the pits to start their third lap. Stewart had dropped back a fraction but was very comfortably ahead of Hulme, who had now moved ahead of the Ferrari to claim fourth place. Siffert was up to fifth, having passed Courage and Brabham in one fell swoop, and right off the tail of the field Ickx had moved ahead of Moser. This was the start of a wonderful drive up through the field by the young Belgian to make up for his handicap.

Jochen Rindt was fed up with being behind Hill and felt he was being held up, and on the third lap the Austrian out-fumbled him round the back and came by the pits with nearly 100 yds lead. Stewart took advantage of this to close up hard on Hill, while Hulme, Amon and Co. had fallen back slightly. JPB moved up a place when Courage's clutch refused to grip, and the following lap Piers was forced into his pit to see if it could be adjusted. Oliver had been the first pit-caller with no fourth gear; he continued on his way after a short stop, but the gear selectors had broken within the box and three laps later he posted the first retirement.

With four laps completed Jochen had pulled

out a 3.8 secs lead, which he was increasing all the time. Hill was still hampered by the long-haired Scotsman, while Amon was sandwiched between the McLarens, Bruce being pushed extremely hard by Siffert, who was being held up by this battling trio. Black Jack was still eighth ahead of the second Matra, while Surtees was now in tenth place, his BRM not going as it should, and he already had Ickx on his tail, a lap later the Belgian was past.

The next time round Stewart shipped ahead of Hill for second place, and now the situation up front steadied, with Rindt a good 5 secs ahead of the Matra, which in turn was $\frac{1}{2}$ secs ahead of Hill. The third-place Lotus was being helped along by Hulme, who had to hurry as he now had Siffert worrying him, the Swiss driver having disposed of both McLaren and Amon. Behind them the rest of the field held station. Two tours later, with eight laps completed, Seppi out-maneuvred Hulme at Tarzan to take fourth place in a heart-stopping moment.

After ten laps Rindt and Stewart were out on their own, clearly dominating the race, and it was beginning to look as if Denis Jenkinson was in very real danger of losing his beard (Jenks has said that he will shave off his beard if Rindt wins a Grand Prix this year). The real battle was now for third place, with no fewer than six serious contenders. Hill (who held it), Siffert, Hulme, Amon, McLaren and Brabham. Three laps later Seppi pulled one over Hill at the exit of Tarzan and thereafter started to pull away. Further back Ickx had closed on JPB and was waiting his chance to pass. Courage was the second man to retire when Frank Williams's mechanics found no adjustment left for the clutch and the dark blue car had to be pushed away.

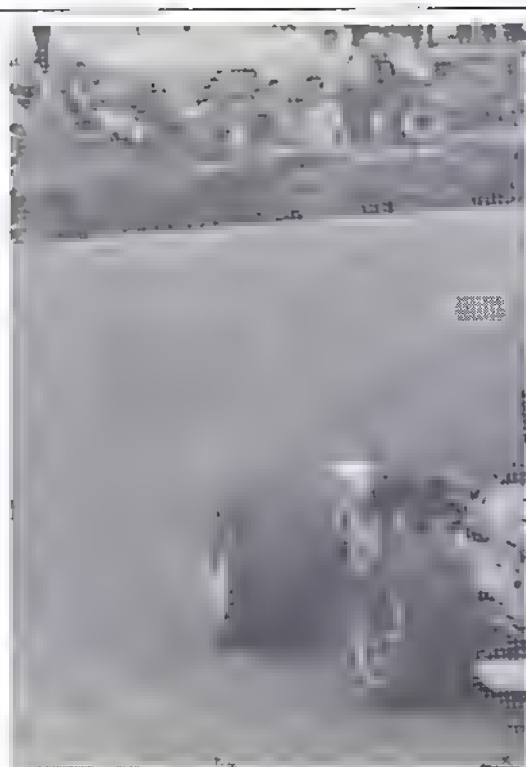
Then on lap 16 Lotus lost their first car. Jochen Rindt, with 10 secs in hand, came screaming passed the pits when the engine revs suddenly went sky high as a UJ let go. Paris flew, and Teddy Meyer who was standing behind the Arco pit barrier was hit by part of the joint, which cut through his trousers and grazed his leg. Jochen free-wheeled round to Tarzan, got out and walked disconsolately back to the pits. With Rindt out Stewart now had a clear lead, with no one left to offer a serious challenge.

At quarter-distance Stewart's lead had grown to 17 secs, and he continued to pull out half a second a lap on the Rob Walker Lotus. Siffert's second place looked equally unpregnable, for he too had drawn comfortably away from Hill, who was still managing to lead Hulme, Amon, McLaren and Brabham. Ickx had now caught up with this quartet, and it was interesting to watch the young Belgian trying to pass his governor, who obviously wasn't prepared to do him any favours. When Ickx did succeed a lap later he got a terrific ovation from the very pro-Ickx crowd.

Two laps later those lying lower than seventh moved up a place when Bruce McLaren pulled into his pit to retire. The New Zealander had seen the bolt holding the stub axle to the hub fly off, and realised that the only thing holding on the front wheel was a degree of friction and the brake caliper via the disc. As the bolt couldn't have come undone it must have sheared, and consequently the car was forced to retire.

Meanwhile Stewart continued to lead, the Tyrrell Matra running like clockwork. Siffert was falling back a little, yet still pulling away from the rest of them. After 27 laps Hill came rushing into the pits complaining of vicious oversteer which had given him several very nasty moments; the mechanics checked the suspension over, but could find nothing wrong and sent him on his way again, although he was now in eighth place behind Beltoise.

As they went past the pits completing 30 laps Ickx succeeded in out-braking Amon into Tarzan, the Brabham going round on the outside to lead the Ferrari as they emerged together from the corner. This fight for third place was a real no-quarter affair, with



Early in his drive up the field, Jacky Ickx comes up old-type P138 BRM



Entertaining dice at the back of the field was enjoyed by the newly-acquired McLaren, and Silvio Moser until the



Jo Siffert drove another good race in the Rob Walker Lotus into Tarzan just before passing him



by Vic Elford, having his first drive in Col
abham's retirement



Lotus; here he piles the pressure on Graham Hill's
third place

Hulme, Ickx, Amon and Brabham racing round either wheel to wheel, or nose to tail. Jean-Pierre's Matra suddenly started to fall back when the Frenchman had gear selection trouble, and he was having a lonely race in seventh place. At the tail of the field Vic Elford and Silvio Moser had been dicing the race away, until Big Silv had been forced into the pits for plugs, letting Elford get ahead. A few laps later the Moser Brabham spun after the Hunserug and the steering got clogged with sand; after several more stops to try to cure the problem the car was retired.

The crowd were being treated to some real motor racing from third to seventh places—this was the best Formula 1 racing we have seen this year, and the Dutch certainly seemed to appreciate it. They were loud in their cries of encouragement as Ickx challenged Hulme, and Brabham got at Amon. Just before half-distance Amon passed Ickx at Tarzan, and on lap 43 Brabham also managed to slip by his team-mate. Black Jack was on good form, for at precisely half distance he got ahead of Amon as well to take fourth place.

The Matra International pit were starting to look more confident now, for Stewart was leading Siffert by over 25 secs and was still lapping around the 1 m 24 s mark; Siffert was obviously content to maintain his second place, for if anything happened to Stewart he was very nicely placed. Seppi was getting an enormous amount of oversteer round the back of the circuit, but this didn't seem to bother him a bit and he was coming through the corners in great big opposite-lock slides—a sight seldom seen these days. Hulme, Brabham, Amon and Ickx were still hard at it, passing and re-passing like Formula 3 cars; on lap 55 there was very nearly an accident at Tarzan when Ickx tried to squeeze through on the inside of Amon, who was in the process of trying to get by Brabham and found himself braking on sand, which has a rather poor coefficient of friction! Amon succeeded in passing Brabham a couple of laps later, and immediately started to pull away to close on Hulme, who by now had a 30 yds advantage.

All eyes were now on Amon. Could the Ferrari catch Hulme's McLaren? At about this time Hulme's Cosworth engine lost a bit of power and its oil pressure dropped to 45 psi. By contrast Amon's Ferrari was now going faster down the straight: the Ferrari

uses nearly 55 gallons of fuel for a race of this length, and consequently Amon is permanently running with over 100 lbs more fuel "ballast" than anybody else, but of course towards the end of a race this handicap reduces. The net result of all this was that Amon closed right up on Hulme, the added speed bringing them both closer to Siffert in second place. Then, with only eight laps to go, Amon finally made it, getting a tow all the way down the straight before pulling out just before Tarzan and going round on the outside. The Ferrari was now only 10 secs behind Siffert, but Amon had left his challenge too late, for there just wasn't time to get to grips with the Walker Lotus. Ickx had been left to fight it out with Brabham and was doing a pretty good job, passing him 21 laps before the end, after which Jack made no further effort as his BT26 was getting decidedly hairy on the slippery track.

Stewart reeled off the last few laps with consummate ease, now able to relax the pressure a little, and in these final laps Siffert picked up 6 secs to put his deficit back to 25 secs by the finish. Amon tried hard in these final laps and actually got within 6 secs of the Lotus by the finish after driving what must have been his most satisfying race for a long time—and scoring his first championship points of the year. In the closing stages of the race Hill passed Beltoise, who was now without second, third and top gears, and thus finished seventh behind the works Brabhams of Ickx and Brabham. Driver/team manager relations were not helped when Surtees came into the pits with only a couple of laps to go having run out of petrol, and everybody was saying that they couldn't see Surtees staying with BRM much longer.

Stewart set a new average speed of 178.705 kph for the 90 laps, and also set fastest lap, a new record of 1 m 22.94 s. This was his third Grand Prix victory of the year, and he now has a clear lead in the Drivers' World Championship with 27 pts, 12 more than his nearest challenger, who is Hill with 15.

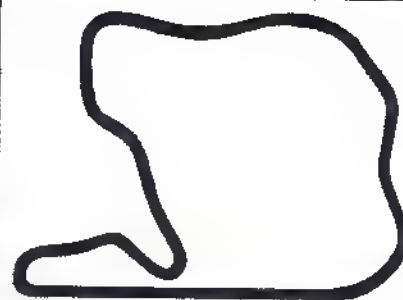
Siffert's second place pushed him up to third place in the Championship. The dice for third place had certainly kept the race alive, making it the best spectacle we have seen in Formula 1 the whole year. One couldn't help thinking, though, that Zandvoort is not an ideal circuit, as there are so few places for people to pass.



A fine cockpit shot of Jo Siffert, on opposite lock as usual.

RACE GRAND PRIX OF HOLLAND

DATE and CIRCUIT	JUNE 21 1969. ZANDVOORT.		WEATHER WARM. DRY	
LENGTH	90 laps of 2.61 mile circuit. 234.9 miles			
CATEGORY	FORMULA 1. WORLD CHAMPIONSHIP ROUND 4.			
NUMBER of STARTERS	15	FINISHERS	10	
WINNER	J STEWART	MATRA-FORD	av. speed 110.94 mph	
FASTEST LAP	J. STEWART	in MATRA-FORD No. 4	on lap 5	in 1 min. 22.94 sec. 113.08 mph
EXISTING LAP RECORD	J. ICKX	in MATRA-FORD F2	in 1 min. 27.90 sec.	106.70 mph
PREVIOUS YEAR'S RESULT	J STEWART	in MATRA-FORD	at 84.66 mph	



Entries

NO.	DRIVER	CAR	ENTRANT	FUEL OIL	TYRES	CHASSIS
1	G. HILL	LOTUS-FORD	GOLD LEAF TEAM LOTUS	SHELL SHELL	FIRE	R49-10 - DFV 811 - Race car R63-1 - DFV 801 - T car 4wd
2	J. RINDT	LOTUS-FORD	GOLD LEAF TEAM LOTUS	SHELL SHELL	FIRE	R49-6 - DFV 818 - Race car R63-2
4	J. STEWART	MATRA-FORD	MATRA INTERNATIONAL	ELF	DUN	MS 80-02 - DFV 940 - Race car MS 84-01 - DFV 942 - T car 4wd
5	J-P. BELTOISE	MATRA-FORD	MATRA INTERNATIONAL	ELF	DUN	MS 80-01 - DFV 935
6	B. McLAREN	McLAREN-FORD	BRUCE McLAREN MOTOR RACING LTD.	GULF	GOOD	M7C-1 - DFV 933
7	D. HULME	McLAREN-FORD	BRUCE McLAREN MOTOR RACING LTD.	GULF	GOOD	M7A-2 - DFV 929
8	C. AMON	FERRARI	FERRARI AUTOMOBILI	SHELL SHELL	FIRE	0017 - Race car 0019
10	J. SIFFERT	LOTUS-FORD	R. WALKER-J. DURLACHER RACING TEAM	BP	FIRE	R49-7 - DFV 932
11	J. BRABHAM	BRABHAM-FORD	MOTOR RACING DEVELOPMENTS LTD.	GULF	GOOD	BT 26-2 - DFV 826
12	J. ICKX	BRABHAM-FORD	MOTOR RACING DEVELOPMENTS LTD.	GULF	GOOD	BT 26-3 - DFV 939
14	J. SURTEES	BRM	OWEN RACING ORGANISATION	SHELL SHELL	DUN	P138-01 - 142-004 - Race car P139-01 - 142-005 - T car
15	J. OLIVER	BRM	OWEN RACING ORGANISATION	SHELL SHELL	DUN	P133-01 - 142-002
16	P. COURAGE	BRABHAM-FORD	FRANK WILLIAMS RACING CARS LTD.	CASTROL	DUN	BT 26-1 - DFV 824
17	S. MOSER	BRABHAM-FORD	SILVIO MOSER RACING TEAM	CHEVRON	GOOD	BT 24-3 - DFV 802
18	V. ELFORD	McLAREN-FORD	ANTIQUE AUTOMOBILES RACING LTD.	SHELL SHELL	GOOD	M7A 3 - DFV 817

Results

PDS. NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.	
1	4	J STEWART	MATRA-FORD	90	2h 06m 42.08 s	111.04 mph	GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
2	10	J SIFFERT	LOTUS-FORD	90	2h 07m 06.60 s	110.68 mph	GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
3	8	C. AMON	FERRARI	90	2h 07m 12.59 s	110.59 mph	GIRL FER	KONI	FERRARI	CHAMP	LUCAS	MARELLI
4	7	D. HULME	McLAREN-FORD	90	2h 07m 19.24 s	110.50 mph	LOCK FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
5	12	J. ICKX	BRABHAM-FORD	90	2h. 07m 19.75 s	110.49 mph.	GIRL FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS
6	11	J. BRABHAM	BRABHAM-FORD	90	2h. 07m 52.89 s	109.91 mph.	GIRL FER	ARM	HEW DG 300	CHAMP	LUCAS	LUCAS
7	1	G. HILL	LOTUS-FORD	88			GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
8	5	J-P. BELTOISE	MATRA-FORD	87			GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS
9	14	J. SURTEES	BRM	87			GIRL FER	ARM	BRM	CHAMP	LUCAS	MARELLI
10	18	V ELFORD	McLAREN-FORD	84			GIRL FER	ARM	HEW DG 300	AUTOLITE	LUCAS	LUCAS

Retirements

NO.	DRIVER	CAR	LAP	REASON
15	J. OLIVER	BRM	10	GEARBOX SELECTOR
16	P. COURAGE	BRABHAM-FORD	13	CLUTCH BURNT OUT
2	J. RINDT	LOTUS-FORD	17	FAILURE OF DRIVESHAFT CONSTANT VELOCITY JOINT
6	B. McLAREN	McLAREN FORD	25	LOST BOLT FROM FRONT R/H STUB AXLE
17	S. MOSER	BRABHAM-FORD	55	STEERING AIR ELECTRICS

Championship Points

J. STEWART	27
G. HILL	15
J. SIFFERT	13
D. HULME	11
B. McLAREN	10
P. COURAGE	6
J-P. BELTOISE	5
C. AMON	4
R. ATTWOOD	3
J. ICKX	3
J. SURTEES	2
J. BRABHAM	1

AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY

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Seamans to Morris and Moffatt

By IAN TITCHMARSH

THE highlight of the VSCC's year, the Oulton Park meeting in memory of the great Richard Seaman, was once again graced with an abundance of memorable machinery last Saturday, and a large crowd saw the two Seaman Trophies go to two of the Club's best drivers, Martin Morris and Hamish Moffatt, neither of whom had gained one of the coveted cups before.

After a couple of the customary crowded handicaps, the first won by Frank Robinson's Alvis Firebird from Richard Fletcher-Jones in a superbly presented Lagonda Rapier, and the second by the Speed 20 Alvis of Tim Blishen from Chris Winder's Riley 9 Special, the grid assembled in somewhat disorderly fashion for the Historic Trophy race. Peter Waller's familiar white ERA, the 1966 winner, had secured pole position but Morris in his 2-litre car, also a former winner when owned by Douglas Hull, grabbed the lead on Top Straight on lap 1 from Bernard Kain's T31 Bugatti, which had surprised (even its owner) by the alacrity of its start. Patrick Lindsay, after transmission trouble with his P3 Alfa Romeo in practice, had been offered a drive in John Mudd's Monza Alfa and speedily carved his way through to fourth behind Waller.

As Morris settled down to drive a very cool race, slowly extending his lead lap by lap, Kain had to contend with a loose exhaust pipe and magneto, the latter gradually retarding itself, and after five laps he retired, leaving Waller and Lindsay with comfortable second and third positions. Patrick Marsh in ERA R1B, the ex-Seaman car, was way back in fourth place ahead of Anthony Bight, whose Talbot 105 was the first sports car to

finish. Jonathan Abson escaped with a broken arm when he was thrown out of his Lagonda Rapier Special at Island on lap 2 after losing control, the car ending up in the lake.

Between the Trophy races some 40 Vintage and PVT motorcycles thrashed round the circuit for four laps, just as they did two years ago. This time, however, bikes of the 1930s were admitted and it was one of these, Mick Broom's Triumph, which scored a clean sweep, Broom showing great style and winning by 10 secs from Roger Cramp's Velocette. Would you believe, down in eighth place was one Hereward Voice riding an Excelsior-JAP.

Mme Elisabeth Junek, who had earlier conducted one of Kain's Bugattis round the circuit with great enthusiasm and aplomb, was invited to drop the flag for both Seaman races, but Hamish Moffatt clearly regarded the famous little lady's flag waving as rather dilatory, which it certainly wasn't, and was up with the front row by the time the signal to start was given. Not surprisingly Moffatt, in Frank Wall's ex-Stubberfield Bugatti T35B, was a clear leader into Old Hall from Neil Corner's similar car, Ron Footitt's ACGN and the Kain T35B. Lap 1 and Moffatt still held Corner at bay, but emerging from Deer Leap on lap 2 Corner drew level, and the two cars rushed into Old Hall side by side. Unhappily the promise of a great battle between these two was never fulfilled, as Corner slowed with overheating and stopped for more water. He continued after a rapid stop in seventh place, only to retire a lap later.

Lap 2 also saw the demise of Footitt, who had to take avoiding action when Kain spun at Druids; the ensuing trip onto the grass

upset the throttle linkage, which detached itself. So Moffatt and Kain came through to first and second places, with no opposition after Geoffrey St John had had to retire his T35B when a pipe to his K2Gas started to leak. Kaye McCosh's very fast Bentley 3 1/2 clang to third despite the very best efforts of Richard Bergel (Bugatti T35) and Harvey Wine in another 3 1/2.

A short sharp shower just as the cars left the grid for the Allcomers' 12 lapper ensured that most drivers had an exciting time coping with copious wheelspin. Most successful copier was Corner, now in his Aston Martin DBR4, who led all the way from David Boorer's Lotus 16, which had had a cracked chassis frame welded up in the morning (shades of the car's hey-day in F1!) Peter Brewer in the other Aston Martin had initially held third place, but a tinkling sound inside the engine suggested some sort of valve derangement, and his retirement elevated the two old F2 cars, Richard Pilkington's Cooper Bristol and Alan Cottam's Connaught, Pilkington, in the ex Brabham car, was particularly impressive. Unfortunately for Boorer the Judges observed an indiscretion by no means as heinous as Moffatt's, and he was penalised a minute for jumping the start which demoted him to seventh.

Three handicaps concluded the racing. Josh Sadler's Aston Martin Le Mans led home the favoured limit men in the first, Pamela Arnold Forster even having one credit lap in four, Malcolm Brydson's Alvis, after a fast drive, gave this *marque* its third win of the day from the closely matched Rileys of Colin Readey and Keith Knight in the second; and finally David Fletcher-Jones in his father's Lagonda Rapier triumphed over the wonderful little Austin Grasshopper of Peter Horaby, which had been cured of the sticking throttle which had hindered its progress in an earlier race.

Cheshire Life Trophy (concourse d'élégance): R Bell (3.7 Hispano-Suiza)

Vintage and PVT handicap (4 laps): 1. F Robinson (1.8 Alvis Firebird s/c), 81.45 mph; 2. R. F. Fletcher-Jones (1.1 Lagonda Rapier); 3. G. R. Newton (1.5 HRG-Meadows). **Fastest lap:** C. P. Hornby (747 Austin Grasshopper) 2 m 34.4 s, 84.38 mph.

Vintage and PVT handicap (4 laps): 1. B. B. B. (2.8 Alvis Speed 20) 10 m 29 s, 64.15 mph; 2. C. A. Winder (1.1 Riley 9 Special); 3. J. A. McEwen (1.5 Riley Sprite). **Fastest lap:** J. C. Stephen (4.4 Alvis Speed 20), 2 m 16.6 s, 72.76 mph.

Richard Seaman Memorial Historic Trophy race (10 laps): 1. M. H. Morris (2.0 ERA R1B s/c), 20 m 34.2 s, 80.53 mph; 2. P. Waller (1.5 ERA R9B s/c); 3. Mon P. Lindsay (2.6 Alfa Romeo Monza). **Fastest lap:** Morris, 1 m 59.6 s, 83.11 mph (record). **Handicap winner:** Lindsay.

Vintage and PVT motorcycles (4 laps): 1. M. J. Broom (498 Triumph), 9 m 8.4 s, 72.90 mph; 2. F. R. Cramp (348 Velocette); 3. E. G. Linton (348 Velocette). **Fastest lap:** Broom, 2 m 11.4 s, 75.64 mph.

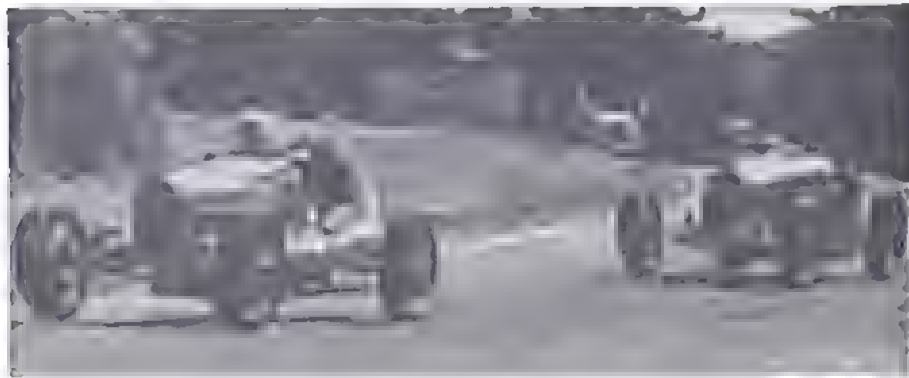
Richard Seaman Memorial Vintage Trophy race (10 laps): 1. H. F. Moffatt (2.3 Bugatti T35B s/c), 21 m 33.4 s, 76.85 mph; 2. B. B. D. Kain (2.3 Bugatti T35B s/c); 3. A. K. McCosh (4.6 Bentley 3 1/2-litre). **Fastest lap:** Moffatt and E. N. Corner (2.3 Bugatti T35B s/c) 2 m 8.4 s, 77.41 mph. **Handicap winner:** J. Ward (748 Austin).

Historic racing cars (12 laps): 1. E. N. Corner (3.0 Aston Martin DBR4/300), 26 m 10.8 s; 2. R. A. Pilkington (2.0 Cooper-B type); 3. A. S. Cottam (2.0 Connaught A type). **Fastest lap:** Corner 2 m 6.2 s, 78.78 mph.

Vintage and PVT handicap (4 laps): 1. J. L. Sadler (1.5 Aston Martin Le Mans), 10 m 36.0 s, 62.51 mph; 2. F. G. Giles (1.4 GN ABC), 3. Mrs P. Arnold Forster (1.1 Salmons-GN). **Fastest lap:** G. Smith (3.5 Frazer Nash Alvis), 2 m 11.8 s, 75.41 mph (record). **Frazer Nash/GN record:** Giles.

Vintage, PVT and historic racing car handicap (4 laps): 1. M. D. Brydson (4.3 Alvis Speed 20), 9 m 34.2 s, 73.06 mph; 2. C. F. Readey (1.8 Riley TT Sprite); 3. K. Knight (1.5 Riley Special). **Fastest lap:** H. F. Moffatt (2.3 Bugatti T35B s/c) 2 m 8.6 s, 77.28 mph.

Vintage and PVT handicap (4 laps): 1. D. F. Fletcher-Jones (1.1 Lagonda Rapier), 11 m 15.0 s, 60.24 mph; 2. C. P. Hornby (747 Austin Grasshopper); 3. R. G. Winder (747 Austin Forster). **Fastest lap:** Hornby, 2 m 36.3 s, 69.50 mph.



Vintage Seaman race (above): the Bugattis of Hamish Moffatt and Neil Corner at Druids. Historic Seaman runner-up (below): Peter Waller's ERA at Lodge.



RALLY RECORD

"You should hear what Lampinen has to say about regularity sections timed with wrist watches at secret controls!"

John Davenport on the Scottish Rally



THOUGH I was trying hard to resist the temptation, I feel that something further should be said about the Scottish Rally. Those of you who read my report last week can hardly have missed the fact that competitors were penalised out of the running because dead time at the start of stages was not allowed as official delay. Bob Lamb Tony Mason were one crew who got to the finish and missed a class win because of it, but had there been more of the boys at the finish—Bean, Lordoff, Heppenstall *et al*—there would have been a very smoky session as they were all getting penalties for this reason. As it was, the session that there was went on until after 4 am and the competitors weren't satisfied even then. It was only the universal condemnation with which protests are usually greeted that prevented them from taking it any further.

Perhaps it is not fair to say who we think is right, but if it is not possible to decide, then the only thing that can be blamed is the regulations. To find a set of regulations for an international event which are as sparse on information, procedure and guidance to the competitor would be hard indeed. To find an organising body which is as reluctant to make a decision which might actually favour a competitor is harder still. When will they realise that they are merely promoters, providing a tournament in which one competitor struggles against the others to see who has most skill? The days when organisers pitted their wits against the poor competitor in order to produce some kind of result on the open road are long past, at least for internationals. You should hear what Lampinen has to say about regularity sections timed with wrist watches at secret controls during a special stage event!

To add to that particular moan, there are a few things which, though not entirely the fault of the organisers, can only be corrected by them. First is the choice of the Aviemore Centre as rally HQ. What else is there to say

except that it was wrong, and can we please stay somewhere Scottish next time we are in Scotland?

Then there's the timing. So many stage times were obviously unreliable that I would say that it was only by having as many as 70 stages that the rally managed to average out to a correct final result. Lampinen told me of one marshal at the finish of a stage who omitted to write down the seconds of the stage time and, when asked about it, kicked the car with his foot and told our young Finn to move it. Lampinen descended from his car and after a few words an apology was forthcoming, but while not typical this incident sheds some light on Scottish Rally marshals and their attitude to competitors. The whole thing smacks somewhat of Aldershot Barracks, and it is a wonder that there is not a glasshouse for rally drivers who answer back.

The Scottish is a very fine rally run in a very fine country, but natural resources are not enough. Perhaps some of the spirit of the Scottish competitors could be infused at a high level of the organisation to eradicate some of the things about which so many of the competitors complained.

The RAC

JACK KEMSLEY was up in Scotland at the time of the Scottish finalising the route for the RAC Rally, and he was kind enough to tell me a few things about it. For a start, there will be no circuits, so you don't need to get out your racing tyres. It will start this year by going up through the Midlands to Yorkshire and Northumbria, and then round Scotland and back down through Wales and the West Country. This has two advantages. It gives the Northern boys who turn out to marshal a chance to do their RAC marshalling at a weekend instead of always getting it during the week; and also it means that the fastest stages are first, so that if two

cars are close together in the final stages, none of the stages will be on clean and it will be a battle right to the finish. Regulations for the rally should be out soon.

The Geneva

THE Geneva Rally has had to be postponed, and it is for this reason that you are reading a *Rally Record* this week instead of a rally report. It is hoped to run the rally in September or October, which I very much hope will be the case, as without the Geneva there will be scarcely enough events to make up the Manufacturers' side of the European Championship.

The reason for the postponement of the rally was tragic. Two weekends ago during a club hillclimb in Switzerland, a car went off the road, killing five people and putting 13 in hospital. The fact that the people were standing in front of signs indicating that that part of the hill was expressly forbidden to the public has not stopped a great outcry against hillclimbing and rallying in Switzerland—a country where motor-racing has been forbidden since 1955. The club must be partly to blame for not marshalling the hill effectively, but the damage is done and once more motor sport in Switzerland is in a difficult position.

Forthcoming

THE Czech Rally is at the end of the first week in July and will see Sobieslaw Zasada (Porsche 911S), Harry Kallstrom (Lancia Fulvia 1300), Gilbert Starpelacere (Escort TC) and Simo Lampinen and Hakan Lindberg (Saab V4s) fighting it out for victory. At the moment Kallstrom has a nice little lead in the Drivers' Championship, but Zasada will be keen to beat him here and on his home ground in Poland two weeks later.

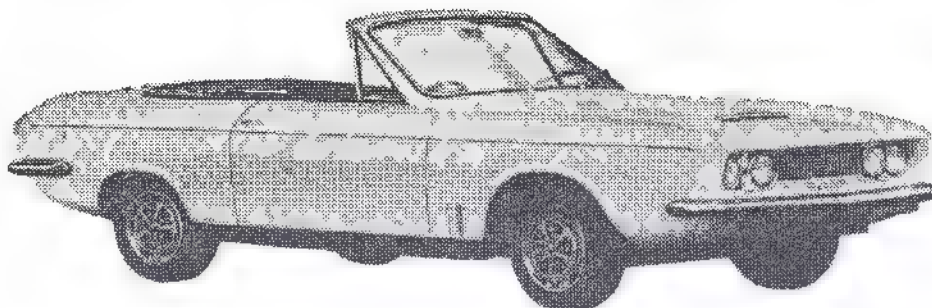
Ford have only a single entry in the Thousand Lakes Rally, which will be an Escort TC for Hannu Mikkola, while the rest of the team will probably be on early training for the Coupe des Alpes. In the French event Ford hope to use all Group 6 cars similar to the one that they have been using in home internationals. Jean-François Piot is being loaned the car which they have been using over here to do the Mont Blanc Rally, which goes over a lot of the Coupe des Alpes territory.

To go back briefly to the Polish Rally, which is scheduled for July 16 to 20, in addition to Zasada and Kallstrom Lancia will be sending a car for Alcide Paganelli, while Saabs will have cars for Stig Blomqvist and Per Eklund, both of whom are doing so well in Swedish Championship events. Porsche will have three cars in both the Thousand Lakes and the Coupe des Alpes, and while they are restricted to Group 2 in the first of those, they will use 911Rs fitted with normal rally engines instead of the Carrera 6 motor on the Coupe des Alpes. All this activity will probably preclude them from having a go at the Tour de France, though their plans in that direction have not been finalised yet as it clashes somewhat with the Frankfurt Motor Show, and the German Rally in which they must show interest as it is a Championship event.



The Bob Lamb/Tony Mason Escort, which missed a class win on the Scottish because dead time at the start of stages was not allowed as official delay.

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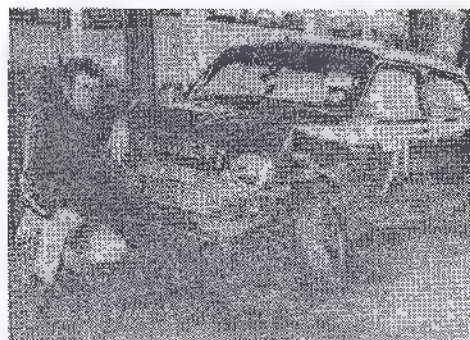
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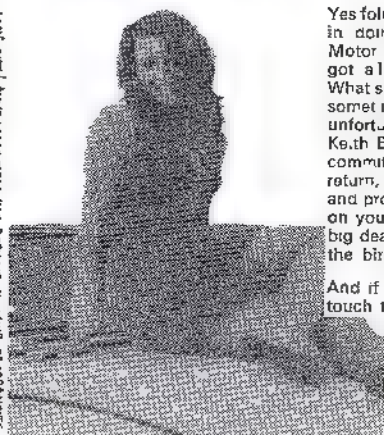
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Six cylinder smoothness and an unusual body shape

NOT so long ago, when separate chassis frames were almost universal, it was customary for various bodybuilders to offer their own versions of popular makes, and one paid a bit more and got something different. But when the chassis and body became one pressed-steel entity, the practice fell into disuse except for very specialised cars.

Nevertheless, in a world of integral construction the Triumph Vitesse still has a separate frame, and this chassis forms the basis of the Bond Equipe. The body can be either a hard-top 2+2 coupé or a convertible, which is the subject of the present road test. The chassis benefits from the latest developments of the Vitesse, including the new rear suspension and the more powerful engine, but as we have already described the Triumph, a brief run-down will suffice.

The steel chassis frame is waisted, with a very rigid central backbone. In front, the orthodox wishbone suspension gives a phenomenally small turning circle in conjunction with rack and pinion steering. Behind, the former swing-axle suspension has been modified with two universal joints in each drive-shaft, the upper transverse leaf spring now

having wide-based bottom wishbones to complement it. The engine is a 2 litre six-cylinder of almost square dimensions, with pushrods and twin Stromberg carburettors. It has a net output of 104 bhp and is in unit with an a.t. synchromesh four-speed gearbox with an optional overdrive, the short propeller shaft going to a chassis-mounted hypoid unit.

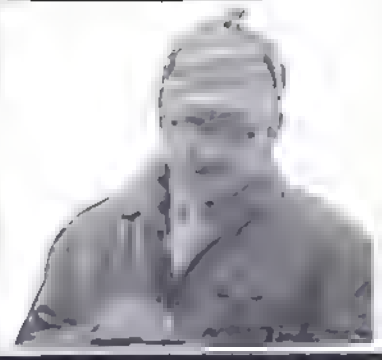
The Girling hydraulic brakes have 9.7 ins discs in front and 8 ins drums behind. The bolt-on disc wheels carry radial ply tyres on 4½J 13 ins rims, with those imitation magnesium nave plates and exposed nuts which seem to be a fashion these days. The body is of glass-fibre with a disappearing hood, and the bonnet folds forward complete with the front wings, giving excellent accessibility.

Very comfortable bucket seats give the driver and front passenger the positive location which they need for fast driving. The gearlever is conveniently placed and the instruments are easy to read. The hood claims much of the rear body space, the passenger compartment being small in consequence. I tried occupying this space myself in company with two large dogs, and the dogs seemed quite comfortable.

Like small six-cylinder engines and this is a very good one. Extremely flexible and smooth, it gives plenty of torque in the middle ranges and is mechanically very quiet, the moderate burble of the exhaust presumably being a part of the sporting image. The car is remarkably lively, having plenty of acceleration for rapid overtaking, and the performance is even better than the figures in the data panel suggest, as the high bottom gear prevents racing getaways. As few owners will wish to depart in a cloud of burning rubber, this is not intended as a criticism.

The Bond will easily exceed 100 mph in overdrive top, with 95 mph in direct top, or in overdrive third which has the same ratio. The indirect gears have close ratios and the box is almost silent, the changes being rapid and easy. The test car had a slight torsional period at 5200 rpm, which could probably have been eliminated by changing the crankshaft damper.

The cornering is fast without excessive roll. There is a moderate degree of understeer and the sudden rear end breakaway of the previous model has been eliminated. Only the hardest driving can convert understeer to over-



ROAD TEST
by John Bolster

Bond Equipe



The Equipe Convertible looks its best with the hood furled and stowed away under its neat cover.



The four-headlamp styling of the current Equipe attracts plenty of favourable attention.

steer, and the average owner will never come near to provoking this condition. The ride is satisfactory over all normal surfaces and the car runs straight at maximum speed, when it is not sensitive to gusts of wind.

The hood does not flap, but it does not seal well against the windows. There is a lot of wind noise and draughts are noticeable, and one wonders why the hood is quite so high unless owners habitually wear top hats. However, it folds away quickly and neatly and, with a little more strength, it can be speedily raised if a shower threatens. Some scuttle shake can be felt and the bonnet trembles over bumps. I would have thought that the car would be better looking with less non-functional overhang in front and a shorter bonnet, but that is only a matter of opinion. The high tail can be justified by the luggage space that it gives.

Rather heavy pedal pressure is called for when an emergency stop is necessary, and this becomes more noticeable as the brakes heat up. The addition of a servo would be a worthwhile improvement, especially for the man who is usually in a hurry.

Every car is aimed by its manufacturers at a particular sector of the motoring public. The Bond Equipe is not a sports car, but it appeals to those who enjoy a good performance on the open road and an eye-catching appearance in town. Whatever my own opinion of the Bond's looks may be—and this is a controversial subject—I have to admit that it does attract a lot of notice from passers-by. From a practical point of view it can be regarded as something between a traditional drophead coupé and an open sports car. It handles well and responds beautifully to some neat work with the gearlever, but its six-cylinder flexibility is just what is needed for shopping and kindred pursuits.

The car is well equipped, though one looks in vain for a modern ventilation system with air jets that can be focused. However, the heating and demisting are more than adequate. An effortless two-seater for long journeys, the machine has just that extra surge of acceleration that keeps it ahead of most medium-sized cars. Above all, it has a really sweet six-cylinder engine that immediately promotes it to the luxury class.

Specification and performance data

Car tested: Bond Equipe convertible, price £1305 including tax. Extra. Overdrive £62.

Engine: Six cylinders 74.7 mm x 76 mm (1800 cc). Pushrod-operated overhead valves. Compression ratio 9.25:1. 104 bhp (net) at 5300 rpm. Twin Stromberg carburettors.

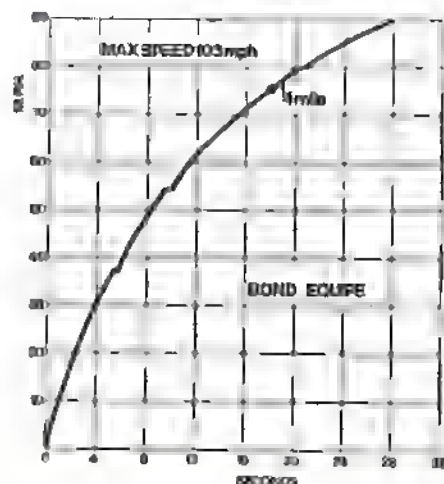
Transmission: Single dry plate diaphragm spring clutch. Four-speed all-synchromesh gearbox with central remote control and Laycock-de Normanville overdrive ratios 0.90, 1.00, 1.25, 1.75 and 2.06:1. Chassis-mounted final drive, ratio 3.99:1.

Chassis: Separate steel chassis with glass-fibre body. Independent front suspension by wishbones, helical springs, telescopic dampers, and anti-roll bar. Rack and pinion steering. Independent rear suspension by transverse spring, wishbones and lever arm dampers. Disc front and drum rear brakes. Bolt-on disc wheels, fitted 155-13 ins radial tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Water temperature and fuel gauges. Heating, demisting and ventilation system. Windscreen wipers and washers. Flashing direction indicators. Reversing lamps.

Dimensions: Wheelbase 7 ft 7.5 ins. Track (front) 4 ft 1 in., (rear) 4 ft 0 in. Overall length 13 ft 10 ins. Width 5 ft 1.5 in. Weight 13 cwt 3 qrs.

Performance: Maximum speed 103 mph. Speeds in gears: Direct top 95 mph. Third 80 mph. Second 55 mph. First 37 mph. Standing quarter-mile 18 s. Acceleration 0-30 mph, 4.0 s; 0-50 mph, 8.2 s; 0-60 mph, 11.1 s; 0-80 mph, 20.1 s. Fuel consumption, 22 to 28 mpg.



Under the Equipe's glassfibre body is the 100 bhp 2-door Triumph engine.



The Equipe shares several of its dials, knobs and switches with the Vitesse.

This is an outline of the Bond Equipe 2 litre GT Convertible



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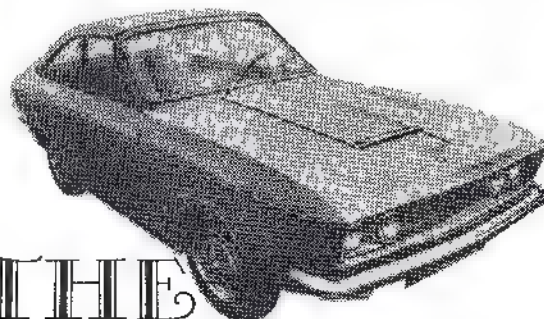
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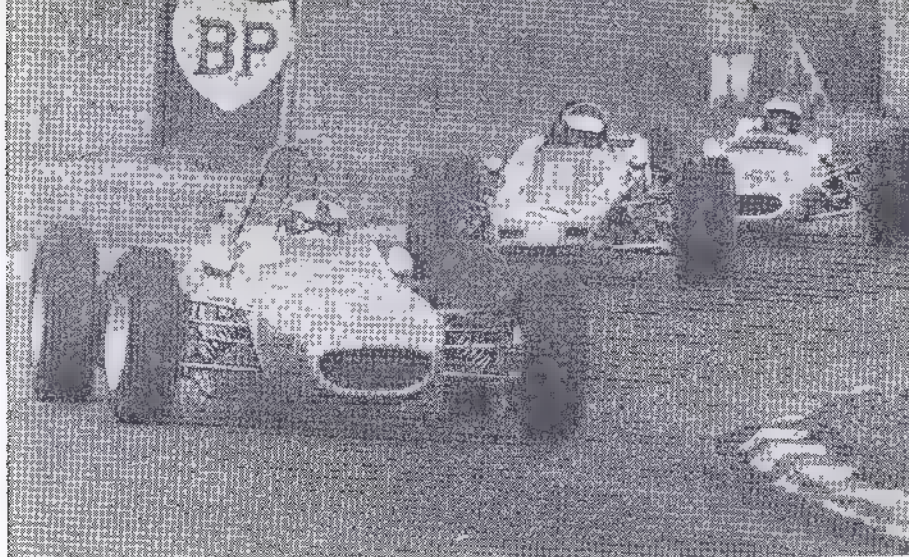


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Man of the day Emerson Fittipaldi (Merlyn) leads Mo Harness (Lotus) and Ian Ashley (Alexis) through Russell.

Fittipaldi Festival

By ALAN HENRY

A LESTON FF Championship round and a well subscribed saloon race contributed to a very successful Festival of Speed at Snetterton on Sunday, with the car part of the programme in the capable hands of the BRSCC's East Anglian Centre.

Dave Walker eased his Lotus-Holbay 61 into an immediate lead in the first FF heat, reeling off the five laps to finish a couple of seconds ahead of the MRS Merlyn Mk 11A of Ray Allen. John Elliott's similar machine fought a close battle with the Rugby Autocar Alexis Mk 15 of Peter Clunford and the SMART Merlyn-Steele Mk 11A of Luiz Bueno which was resolved in his favour on the last lap, while behind Bueno John Stevens had a lonely race in the Racing Preparations Royale to finish sixth after a slight moment at the start.

Emmerson Fittipaldi put on a tremendous

display of sideways motoring as he romped away with the second heat in his Donny Rowland-prepared Merlyn Mk 11A. Tony Trimmer took but a lap to deal with the Russell Lotus 61 of Mo Harness, but his Frank Williams Titan-Lucas Mk 4 was down on power and was nearly 4 secs behind the Brazilian at the finish. Behind Harness Ed Patrick piloted the second MRS Merlyn-Steele Mk 11A into fourth spot just ahead of Mick Formatos Royale and the similar Merlyn Mk 11A of Chris Lee.

From pole position clubmen's driver Michael Moore dominated the saloon event in the David Howes-owned ex-Bill Shaw 4.7 Ford Falcon. Handling the powerful machine with impressive confidence, Moore did not try and break any records but simply cruised gently away to win by nearly 7 secs. Second place was far less certain as the venerable 3.8

Mk 1 Jaguar of Albert Betts was joined by Don Tavendale's .650 Anglia for a race-long tussle, which was finally resolved in the Jaguar's favour by 0.4 sec on the run in from Russell. Paul Tomlin was fourth in typically spirited style in his 1.3 Min. Cooper S after a splendid fight up from ninth, while Mike Chittenden followed in a close fifth in his 1650 Morris Minor-Ford.

Everyone held their breath as the full Formula Ford grid was unleashed down to Rches on the first lap of the final. The main issue turned out to be between Fittipaldi, Walker, Trimmer and Allen, and on lap 2 the Brazilian displaced Trimmer from first place and proceeded to consolidate his position for the next eight laps. Walker took up the pursuit of the flying South American but, after he had pushed the Lotus 61 past on the penultimate tour, Fittipaldi slipped by again to a well-deserved victory by 0.4 sec, Walker being rewarded with a new FF lap record. Trimmer was disputing third place with Allen until the Merlyn driver had an unscheduled moment out on the circuit, leaving the Titan a lonely third. Jack Murrell had a successful outing with his new DRW, but a spin on the last lap at Russell almost lost his place to the well driven Titan-Lucas Mk 6 of the talented John Brignano, with Carlos Fabre's Lotus-Holbay 61 finishing sixth just ahead of Ray Allen, both cars being credited with the same race time.

Formula Ford, heat 1 (5 laps): 1. D. Walker (Lotus-Holbay 61) 8 m 42.2 s, 93.41 mph, 2. R. Allen (Merlyn-Steele Mk 11A) 3. J. Elliott (Merlyn Mk 11A) **Fastest lap:** Walker, 1 m 42.6 s, 95.09 mph.

Formula Ford, heat 2 (5 laps): 1. E. Fittipaldi (Merlyn-Rowland Mk 11A) 8 m 43.6 s, 93.16 mph, 2. A. Trimmer (Titan-Lucas Mk 4) 3. M. Harness (Lotus-Holbay 61) **Fastest lap:** Fittipaldi, 1 m 42.8 s, 94.90 mph.

Saloons up to 850 cc, 851 to 1000 cc, 1001 to 1300 cc and over 1300 cc (10 laps): 1. M. Moore (4.7 Ford Falcon), 18 m 40.8 s, 87.06 mph, 2. A. Betts (3.8 Jaguar Mk 1) 3. D. Tavendale (1.6 Ford Anglia) **Fastest lap:** Moore, 1 m 48.8 s, 89.67 mph.

Les Leston FF Championship round (10 laps): 1. E. Fittipaldi (Merlyn-Rowland Mk 11A), 17 m 14.2 s, 94.33 mph, 2. D. Walker (Lotus-Holbay 61), 3. A. Trimmer (Titan-Lucas Mk 4), 4. J. Murrell (DRW Racing Services Mk 8F), 5. J. Brignano (Titan-Lucas Mk 6), 6. C. Fabre (Lotus-Holbay 61) **Fastest lap:** Walker, 1 m 41.8 s, 95.85 mph (record).

Anderson Midgets pressed Coon hard for a while after the Lotus 7 had made a tardy start, but he soon pulled away, and despite a spin, won with ease. Anderson chased Beach hard until he spun lightly into the bank and retired, letting Fulford's Ace into third spot.

Highspeed trial (20 mins): 1. M. Wiggins (1.1 Austin-Healey Sprite) 19 m 15.6 s, 62.31 mph, 2. R. Hewitt (1.1 Austin-Healey Sprite), 3. L. Stowe (1.6 Morgan).

High speed trial (20 mins): 1. M. Gorman (1.3 Min-Cooper S), 19 m 32.2 s, 72.11 mph, 21 laps, 2. P. Beach (1.3 MG Midget), 3. S. Watney (1.1 Datsun GT10F).

Spridgets (10 laps): 1. M. Wiggins (1.0 Austin-Healey Sprite) 9 m 34.6 s, 62.46 mph, 2. L. Hall (1.3 Austin-Healey Sprite), 3. D. Holmes (1.0 Austin-Healey Sprite) **Fastest lap:** Wiggins 58.6 s, 63.60 mph **Class winners:** Hall, and Wiggins.

Saloons, Formula Mini-Seven and unlimited (15 laps): 1. M. Gorman (1.3 Min-Cooper S), 13 m 40.4 s, 2. M. Murphy (1.5 Ford Anglia), 3. D. Bean (1.0 Min-Cooper S) **Fastest lap:** Murphy and D. Wileman (1.3 Min-Cooper S), 53 s, 67.92 mph **Class winners:** G. Wilkes (850 Min) and Gorman.

Spridgets (15 laps): 1. P. Beach (1.3 MG Midget) 13 m 52.8 s, 64.84 mph, 2. T. Bennett (1.1 Austin-Healey Sprite), 3. L. Jauncey (1.1 Austin-Healey Sprite) **Fastest lap:** Hall, 52.8 s, 68.18 mph.

Sports cars over 1500 cc (15 laps): 1. W. Vane (3.0 Austin-Healey 3000) 13 m 44 s, 65.53 mph, 2. M. Fulford (2.0 AC Ace-Bristol), 3. W. Owen (3.0 Austin-Healey 3000) **Fastest lap:** B. Anderson (3.0 Austin-Healey 3000) 53 s, 67.67 mph.

Prod sports and GT cars (15 laps): 1. M. Coon (1.0 Lotus 7), 13 m 2 s, 69.05 mph, 2. B. White (1.1 Lotus-Ford 23GT), 3. P. Beach (1.1 Austin-Healey Sprite) **Fastest lap:** Coon 50.6 s, 71.15 mph.

Alcomers (15 laps): 1. M. Coon (1.0 Lotus 7) 13 m 17.8 s, 67.69 mph, 2. P. Beach (1.1 MG Midget), 3. M. Fulford (2.0 AC Ace-Bristol) **Fastest lap:** Coon, 51.2 s, 70.31 mph.

Healeys at Lydden

By EDGAR BEAVER

THE Austin-Healey Club had fine sunny weather at Lydden Hill on June 15 to run their eight race programme for an assortment of Spridgets, saloons and sports cars. There were no outstanding incidents and the day was enjoyed by all as a genuine clubmen's outing.

Two 20-minute high speed trials opened the day's racing. In the first Maurice Wiggins took his frog-eyed Mk 1 Sprite to an easy win, having taken the similar cars of Richards and Holmes on the opening lap. Barry White held pole for the second event with his pretty GT-bodied Lotus 23, but it was Derek Wileman's Mini which made the best start. White soon powered past, but did not figure higher in the overall results than eighth spot. Peter Beach and Mick Gorman were holding third and fourth places, and reversed that order near the end. Nigel Jordan (MGB) and Ivor Jauncey (Sprite) had a good dice for 17 laps, whereupon Jordan retired.

Only six cars appeared for the first race—for road-going and tuned Spridgets—and from this the cars of Maurice Wiggins, David Richards and Ian Hall pulled away. Richards, however, soon began to drop back and he was taken by D. Holmes' similar car for third place overall.

A mixed grid of Mini-7 Formula and unlimited saloons appeared for the next race,

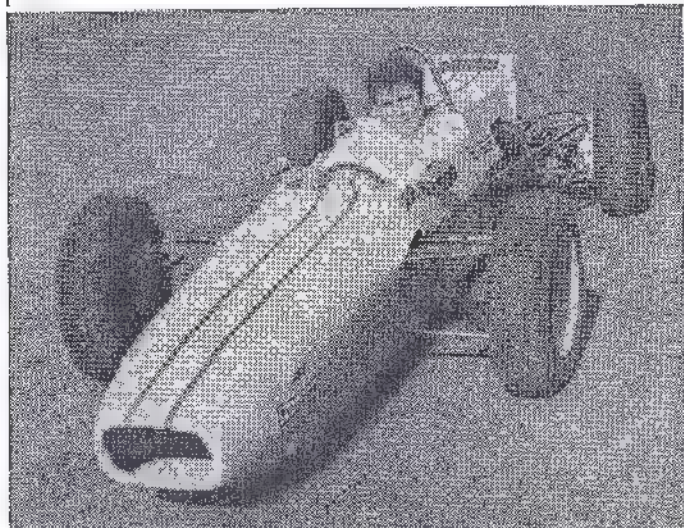
among whom favourite Derek Wileman (1.3 Min-Cooper S) collected a 60 secs penalty for a jumped start. Nevertheless he charged into the lead where he stayed, ending up fourth overall in the results, while behind the "lead" battle was fought between Mick Gorman and M. Murphy.

Next out were the race-prepared Spridgets and from these Ian Hall's Sprite took a narrow lead from the similar cars of Terry Bennett and Peter Beach. However, on lap 7 Hall retired to the paddock, leaving Beach, having passed Bennett, to take a 6 secs victory.

Despite being bothered by clutch problems in practice, Bill Viney fended off the challenge of Barry Anderson, both in Healey 3000s, in the over 1500 cc sports car event. Anderson's engine went sick at just over half distance and so despite being bothered by misfiring Viney won easily from Mike Fulford's Ace which took second spot ahead of Bill Owen's Squealey.

Melvyn Coon won the final two events for prod sports GT and alcomers. In the first he died with Bran White in the 23GT, which led but then had a sideways moment. Peter Beach, T. Forwood and M. Phillips all got by the Lotus in their Spridgets, but Forwood retired, and White got by the other two just near the end. In the next the Beach and

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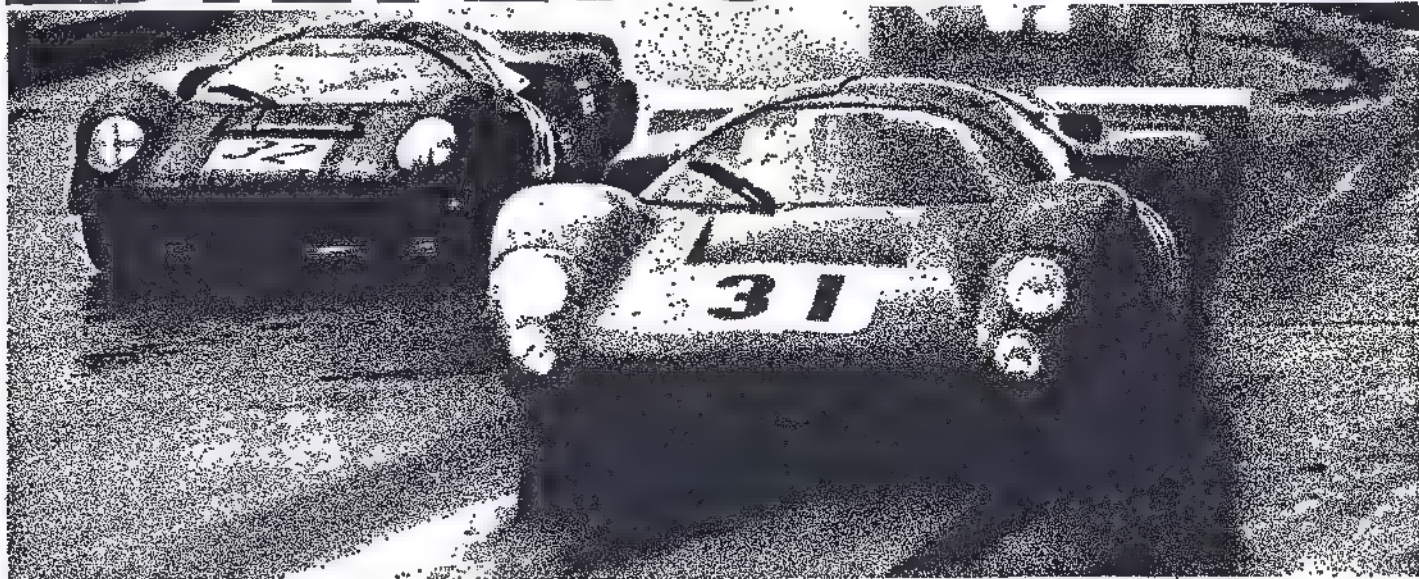


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SILVERSTONE





Autocross

Hamilton's SC PN6 win

THE South Central Players No 6 area seems to have its ups and downs, with two excellent meetings and one bad one so far. The fourth, the BARC SW Centre's event at Beaulieu last Sunday, certainly did not add to the "good" list. Clubs having Players rounds must look sharp, because the organisation befitting a qualifying event of the National Autocross Championship seems to be lacking in many of the meetings. To have no decent commentary, no printed results and timing by a hand-held stop watch is only fit for a small club meeting, and with delays and no eliminator thrown in, no such meeting can be called an organisational success.

The course was around the top of a hill with several adverse camber bends, the crowd being a little too close for comfort. On top of this, the track was full of tight little turns which did not give the larger cars a chance to show their mettle. The weather stayed sunny throughout, which compensated for a lot, and the large crowd was treated to some very hairy driving by a medium sized entry.

Overall, Rod Hamilton in the ex-Roy Edwards Tun Tyres Cooper S excelled, and drove a good race to take the BTD; not too far behind was Melvyn Johnson in his 999S after a mix-up over his times. Johnson took the class for small Minis from the previous winner, Keith Aslett in the Moto-Bitz 970S, and Dave Bales' well driven Sigma Cooper. Winston Percy had a drive in Nick Jesty's Siva Engineering-sponsored Mini and was having a good first run when a front wheel came adrift. Stuart Kidd performed the only inversion of the day on one of the adverse camber bends but was OK, the car being badly damaged. In this class especially suspension breakages occurred at an alarming rate as the course rutted badly after the first runs.

A very small 1300 cc sports and GT class saw Mrs Jean Ross slam her husband as she drove the Sigma-tuned Rochdale Olympic to a class win, beating Keith by over 2.5 secs. Keith Wilson took the lightweight Sprite Mk 1 to third in front of the only other driver in the class, David Dawson in a normal bodied early Sprite.

Favourite in the conventional 1300 cc class was Denis Thorne's 1298 cc Lotus Cortina, but Denis found the car too much of a handful on the tight course and could not get into the money. After a very good first run Graham Watton was another to slip back in the placings in his 1300 Escort, being overhauled by the well turned-out Escort of Dave Angel. Chris Waddup's Anglia slotted into second spot on his second run time, beating the other favourite, Brian Moorcroft in the Tony Bloore

1293 Minor Best Hopkins had his Ford Model Y out as the Herald broke a half shaft in practice, and although he was far from the fastest driver he was certainly the most polite when he was lapped!

The specials were also thin on the ground, and Dave Argyll added to this by breaking an A-bracket in practice. Ken Piper's Brooklyn took the honours; Tony O'Callaghan in the IIFG Godetic thought that he was in a good second spot but was beaten by the Peckham Bucket in the hands of Graham Peckham, which only had a second run, after going dead on the line in the first.

Rod and Ian Hamilton almost managed to do a one-two in their class, *à la* Wheldon brothers last year, but off-duty-racer-cum-rallycrosser Brian Chatfield in his all-purpose 1275 Mini split them. Rod Hamilton went very well on his first run, using the car to its limit on the twisty track, and Chatfield deserved his second place with an equally spirited drive. The interesting Ford 1650-engined Mini of Jim Morgan and Alan Campbell was handling badly on 12-in wheels on its first run but went a lot quicker on the standard 10-in ones on its second try.

Three cars made up the over 1300 cc sports and GT class, and the racing MGB of John Smith (Yes, the John Smith!) was well ahead of the rest. Smith was using this car after rolling his Mini at Southsea during the previous Players round, and will probably use it for a few more events if it is not being used in the races and sprints that he competes in. Second

was Tam Aberg with the rorty 34 XK120 Jaguar, leading the Bjo MGA-engined Sprite of Ted Cooke. The rear-engined boys were also few in number, Jim Taylor's Porsche-VW being well ahead of the others. Dave Bagg's Imp came second, but his times were inconsistent between the timekeeper, the commentator and the score board, and were given out as being far faster. The actual official results were not available at the time of writing. Linda Savage followed the example set by Mrs Ross by beating her husband John in their 1500 supercharged VW.

Winston Percy, having had so much bad luck with the Anglia (he blew two diffs the previous day in some private practice) left the class open, but John Woodward again took his 1500 Cortina to a win ahead of previous winner Bill Taylor in the National Batteries 1650 Anglia. Trevor Fox could only manage a third in the twin-cam Anglia, but drove well to get there. Woodward had the misfortune to have his bonnet catches released by some unknown person in between runs and the lid blew up and forced him to stop on his second effort, but luckily he was well ahead and retained the lead.

TONY WILLSON

BTD: R. Hamilton (13 Mini-Cooper S), 1 m

Class winners: M. Johnson (1.0 Mini-Cooper), 1 m 52.4 s; Mrs J. Ross (1.3 Rochdale Ford Olympic), 2 m 1.9 s; D. Angel (1.3 Ford Escort), 2 m 2.5 s; K. Piper (2.1 Brooklyn Triumph Sp), 1 m 58.8 s; Hamilton, J. Smith (1.8 MGB), 4.9 s; J. Taylor (1.6 VW-Porsche), 2 m; Woodward (1.5 Ford Cortina GT).



Barry Lee won the autocross section of the recent Thruxton Speed Fair with his works Escort

Due mainly to the bad weather experienced at several of the BTRDA Autocross Championship rounds this season, several changes have been made to the makeup of this championship. The BARC North Thames event in the South Central area on July 20 has been cancelled, its place being taken by the Oxford MC event on July 13. The Harlow event planned for June 15 will now take place on August 31 (the Harlow club are now called the Stort Valley MC); both the cancelled Hagley (May 26) and Laverpool (June 15) events are awaiting alternative dates.

This Sunday's South-Eastern Players No 6 round, the **Sevenoaks & DMC's** event at Arran Bank Field, Bredhurst, Kent, has attracted most of the leading area contenders, including Nick Ramus (Sprite), Derek Hearn (Fargo Tiger), Harry Dickinson (Bacon Slicer Mk 2), Denis Baldwin (Temp) and plenty more. The event starts at 2 pm.

The **Falcon MC's** Dowsetts Autocross on July 13 at Ware, Herts, is an LCAMC Championship round; invited clubs are the BARC South Bucks MC, North London ECC, Mini-Se7en C, Chess Valley MC, Peterborough MC and Orchard MC. Entries should be with Mrs B. Tucker-Peake, 52B High Street, Stevenage, Herts, by July 5.

Three other important events on July 13 are the **Eastbourne & DMC's** Presidents Autocross at King's Drive, an ACSMC qualifier (Patrick Roser, 1 Westmoreland Court, Rookhurst Drive, Eastbourne, Sussex, by July 7); the **Yeovil CC's** ASWMC-qualifying Harvesters Autocross at Haselbury Park, North Perrott (Miss M. Johns, 30 The Crescent, Yeovil, July 5); and the **Workshop & DMC's** Pinch Mill event, qualifying for BTRDA and EMAMC championships (Ivor Pashley, 3 Pryor Mede, Harthill, Sheffield S31 8YA).

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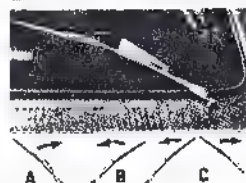
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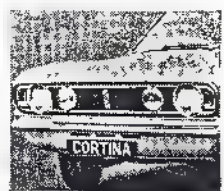
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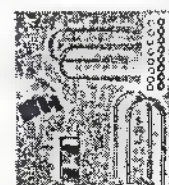


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Northern PN6 to George Jackson

A PART from the presence of Miss World, Miss Penny Plummer, there was little sparkle about last Sunday's Tynemouth and DMC PN6 round, the fourth Northern qualifier. The organising club had had great difficulty finding a venue and, while the course they found near Felton was smooth, it was a little on the short side, necessitating three-lap heats. A number of the Northern circus did not make the long trek up to Northumberland, less than 70 actually starting. Unfortunately the organisers made little attempt to run the cars in class order, and this, with the heavy rain which fell in the middle of the meeting, played havoc with the results, giving BTD to a relative outsider, George Jackson in a 1275 Cooper S.

Practice was fairly uneventful, except that Andy Barton suffered a broken diff on his Cooper S. In the event proper he codrove the Barton-tuned 1150 Morris Minor of N. Davidson, having great difficulty making it point in the right direction. Jeff Williamson seems to get faster as his car becomes more battered, and in winning Class 1 the 999 Elf narrowly missed BTD. Behind Jumping Jeff, Mike Sugden was a mere 13 secs adrift and finished 2.3 secs clear of Brian Healey in the green, lavender and silver Harrop Motor Co 999 S. The latter

contrived to run without windscreens, driver's window, rear window and boot lid no doubt in the interests of lightness!

There were only three 1300 cc sports cars, but they made a fight of it, those two Downton Sprite-mounted estate agents, Don Robinson and John Kitchen, bracketing Dave Cunliffe's 1098 Climax powered Sprite. A tidy Ian Sample (1 m 56.4 s) in his Anglia won a not very inspiring small rwd class from the low-roofline, crossflow-engined Anglia of Bernard Swift by a 2.8 secs margin.

Only three specials appeared, and once again we were deprived of a straight fight between the Mini-based specials of Eric Clegg (Leda 1) and Colin Hargreaves (Flymo). Leda was misfiring and Clegg had no end of trouble trying to clamber past, over or round Malcolm Hamilton's Hornet, the latter ending up off the course facing in the wrong direction. Hargreaves thus took the class, nearly 6 secs ahead of Clegg, followed by Ken Bottomer in the Cortina GT-powered Autoplas.

Over a third of the total entry was in Class 3, but the weather badly affected this category. George Jackson put in a quick 1 m 47.6 s before the rain came, and this stood as BTD. The similar Cooper Ss of Eric Lomax and Gerry Braithwaite took the minor placings, the latter only 0.1 sec ahead

of Neil McGrath. Particularly unlucky was Robin Sutton, the only Team Purple Haze driver present. He pulled off on his first run in the dry, so that his most impressive second run, being in the wet, availed him nothing.

The two big sports cars of Gerry Solkow and Brian McFall, Bill Ellam were well-nigh unmanagable in the mud. On this occasion the spectacular if tatty E-type Jaguar of Ellam vanquished the neater Solkow in the TVR. A 5-secs penalty for John Cockerill (Imp Californian) lost him the rear-engined class, another poorly-supported one at this meeting, to Bruce Mankin's deceptively quick VW-Porsche. Thanks to early wins before it rained, the first two in Class 8 were 30 secs clear of everyone else. In a class composed entirely of Anglias, Norman Young (in his 1650 version) defeated G. Murray, with Ian Gordon's 1500 third. It was a day of mixed fortune for Young, as his car threw a rod on his second run. With most drivers about 30 secs slower in the mud, the weather helped to ensure that the specials did not win this time, although Colin Hargreaves did take the eliminator.

CHRIS MASON.

BTD: G. Jackson (1.3 Min Cooper S), 1 m 47.6 s.

Class winners: J. Williamson (1.0 Riley Elf) 1 m 48.8 s, D. C. Robinson (1.3 Austin Healey Sprite) 1 m 54.4 s, I. Sample (1.3 Ford Anglia), 1 m 56.4 s; C. Hargreaves (1.3 Flymo-BMC Sp), 1 m 49.9 s; Jackson W. Eham (3.5 Jaguar E), 2 m 26.0 s, B. Mankin (1.6 VW-Porsche) 2 m 2.0 s, N. Young (1.6 Ford Anglia) 2 m 1.0 s.

McCartney scoops Templepatrick

MANY a potentially fine autocross event has been ruined by rain, and this was the fate of the second round of the newly instituted Northern Ireland Autocross Championship, organised by the BB & NMC at Templepatrick last Saturday. After a week of intermittent rain the course was very soft, but nevertheless while it was still covered with grass in practice its condition was reasonable. However as the grass disappeared it began to cut up very badly and when a deep and very dry rut appeared on a fastish corner the clerk of the course decided to call a halt at the end of the first timed run.

The club seemed to be fated right from the start, for after only a dozen cars had completed the first run it was found that a very deep hole had formed where a large stone had been removed and there was nothing for it but to reroute the course round this and to start again. However, their troubles were still not over and the start/finish had also to be repositioned as the front-engined rear wheel drive cars simply could not find enough traction to get moving. In such conditions, therefore, Fred Bell did well to take his Triumph GT6 round in a time of 3 mins 45.8 secs for four laps of the 800-yard course. Another early runner was Robin Eyre-Maunsell's ex-works Imp which would have been expected to shine in the circumstances, but instead it was very disappointing and was passed by Bob Curran's well driven VW 1500. The next good time came from Ronnie Wilson in Jimmy Lennox's Cooper S, which had the very slippery top hairpin taped and recorded 3 m 39.7 s to take the lead. In fact this time was not approached for a long time with Brian Harknett's very colourful VW being the only car to break 4 mins. However, the versatile Ronnie McCartney soon put things

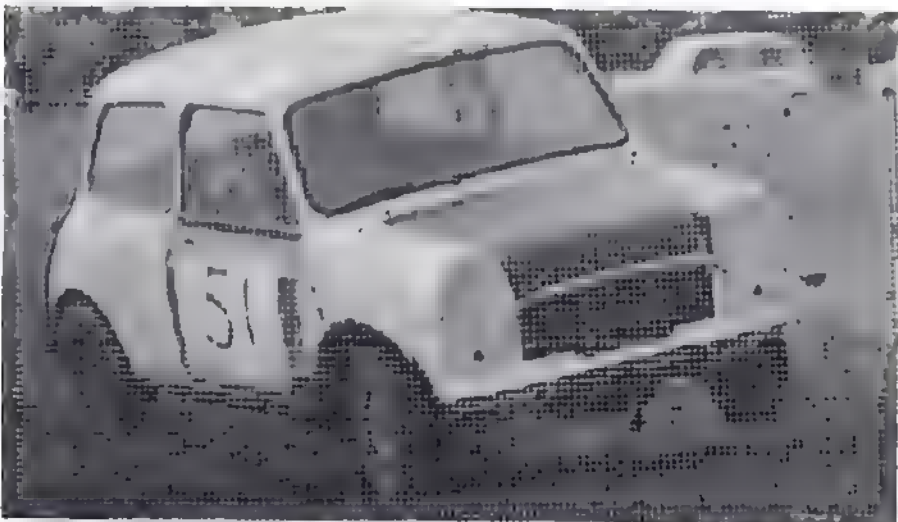
in perspective and took round his ex-Pollock Cooper S in 3:16.6. His position looked anything but secure, for the next heat included the fastest machinery at the event. All these were Mini based ranging from Des McCartney's Scoop, little more than a drivers seat attached to a Cooper S engine and transmission, to the ex-McCartney cut-down Mini Special of John McAlorum. There was also the relatively conventional but very light Cooper S of championship leader John Jones. Beside all this Ronnie White's 12 inch shod Cooper looked very innocent.

McCartney's Scoop was first off and there it stayed, drawing away slightly from McAlorum to set what was to be BTD in 3 m 7.2 s. McAlorum was second in 3.9.5 with White third in 3:16, while Jones, worried about his seat belt coming undone in his windowless car, spun away his chances of keeping his championship lead. The next heat saw an excellent time of 3 m 39.5 s from Gordon McBurney's Escort TC after he had

very narrowly avoided clouting Ken Carson's rotating Midget, and the last fast time on the first run went to Peter Thompson's ultra low 998 Mini with 3:44.6. At this point the clerk of the course inspected the course and decided it was too dangerous for further runs and called a halt to the rather miserable proceedings, with heavy showers constantly sweeping over the course. Thus after two rounds Des McCartney leads the championship with a total of 17 points with John Jones second on 15 and Ronnie McCartney and John McAlorum sharing third with 14.

ESLER CRAWFORD.

BTD: D. McCartney (Mini Sports Special Mk 2), 3 m 7.2 s; 2 J. McAlorum (Mini Sports Special Mk 1) 3 m 09.5 s, 3 R. White (1.3 Min-Cooper S) 3 m 18.0 s, 4 R. J. McCartney (1.3 Mini-Cooper S), 3 m 16.6 s; 5 J. D. Jones (1.3 Mini-Cooper S), 3 m 27.0 s; 6 G. McBurney (1.5 Ford Escort TC) 3 m 39.5 s; 7 R. Wilson (1.3 Min-Cooper S) 3 m 39.7 s; 8 P. Thompson (1.0 Mini Cooper), 3 m 44.8 s; 9 F. E. Bell (2.0 Triumph GT 6), 3 m 45.8 s; 10 W. Farren (1.0 Min-Cooper S) 3 m 47.2 s.



Ronnie McCartney, who set fourth fastest time at Templepatrick, makes a one-point landing



The week long International Bugatti Rally, celebrating the 40th anniversary of the Bugatti OC, culminated in the Wills Hillclimb at Prescott on June 15. Out of the 169 entrants, 42 were Bugattis, assembled from all over Europe and from as far afield as South Africa and the USA. The highlight of the afternoon was the Bugatti cavalcade in which 52 machines took part. The day started off wet, but rain stopped a few minutes after racing began, and kept off apart from a slight shower later on. Spencer Elton set BTD with the only run of the day under the 50 secs mark with his t/c Brabham BT18, but David Good was only 0.16 sec behind in the Chevron-BMW B8.

Chris Cramer continued on his winning way over Sandy Hutcheon in the first of the Sports/Touring GT classes, recording 53.74 in his 999 Cooper S to the 54.99 of Hutcheon's similar car. Cramer's time was 0.04 sec outside Richard Neal's Ginetta-SCA class record. Jack Davies took his road-going 1293S to a win in the 1600 class over Welshman John Pascoe's similar car, but only by 0.26 sec. Morgan 4/4s filled the first three places in the 3-Litre section; David Way emerged victorious from Mike and Alan Duncan, the times being 56.12, 56.25 and 56.76. Jack Maurice broke Mike Wright's 52.03 big class record with his superbly driven Ferrari 250LM on both his runs, finishing up with a terrific 50.56 to win easily from Brian Alexander (TVR Buck, 52.63), with Wright relegated to third in his E-type.

Elton's Bugatti Prescott

The small sports racing class went the way of Richard Neal in the Team Supra Chevron-FVA (51.08); J. Bruce (1500 Lotus 7) surprisingly defeating Gerry Tyack's Ginetta-FVA G16 for the second spot with 53.24 to 53.39. The big class was easily won by Good with a 50.14 first run, with Bob Rose's 4WD Elva-Buck Mk 8 (51.42) second from John McCartney in the Felday BRM 4 (53.84).

The 1100 cc single-seater class was won by David McDougall in his Cooper T72, his 50.56 being almost exactly 1 sec outside Roger Hickman's class record in the Brabham FVA BT21B. Mick Boulton was second in the 1098 Grifphon Mk 2 (51.80 secs) from Allan Joy (Lotus 22, 52.05 secs), and Peter Kendall's Cooper Mk 8 was once more quickest of the 500s. Elton was nearly 10 secs ahead of his nearest rival, David Wilson (Smithfield VW) in the 2-Litre class, although his 49.98 was over 2½ secs outside Geoff Rollason's record with the Lotus-FVA 41B. Only two cars contested the big class, Derek Lloyd winning with ease in his Lotus-chassis, Brabham bodied, Oldsmobile-engined

Old Gold from Major Richard Cluchester in the evergreen HWM.

Wolf Zeuner's Monza won the Ferrari handicap from D. Baker's 275GTS and Scratchman Maurice in the 250LM, and the 33-car Bugatti handicap gave Zeuner another pot, this time in his T37, from the T51 of Jack Richards and Bernard Kain. The handicap and scratch class for classic sports and racing cars was also appropriately won by a Bugatti, Frank Wall's T35B, with Tom Elton's Cooper Mk 10 second and Stan Thomas's Mk 8 third.

BTD: N. S. Elton (1.6 Brabham-Ford BT18 t/c), 49.98 s.
Class winners: C. Cramer (1.0 Mini-Cooper S), 53.74 s; R. C. Neal (1.8 Chevron-FVA B8), 51.08 s (record); W. F. Zeuner (3.0 Ferrari Monza), 60.73 s net; J. E. Davies (1.3 Mini-Cooper S), 55.01 s; D. McDougall (1.0 Cooper-BMW), 50.56 s; D. R. Good (2.0 Chevron-BMW B8), 60.14 s; D. Way (1.9 Morgan Ford 4/4 t/c), 56.12 s; Elton D. Lloyd (3.5 Old Gold-Oldsmobile v8), 50.88 s; W. F. Zeuner (1.5 Bugatti T37), 55.29 s net; F. E. Wall (2.3 Bugatti T35B), 51.5 s net; J. Maurice (3.3 Ferrari 250LM), 50.56 s (record); I. Pascoe (1.5 Porsche 356), 61.62 s; R. C. Fowler (3.8 Jaguar Mk 2), 61.56 s.



Jack Maurice set a new class record at Prescott with his Ferrari LM.



● Driving the only single-seater present, Mick Mooney's F2 Brabham-FVA BT23, Tommy Reid lowered his record for the Spelga Hillclimb by no less than 2 secs on June 14 (above). Reid was 6 secs ahead of the second BTD time, set by Archie Phillips with his very rapid 1360 cc Midget. The hill, which winds its way up the very picturesque Spelga pass in the Mountains of Mourne, was attacked

by 40 competitors during the Mewry MC's event, which had weather of the dry variety not often seen in the Mourne.

BTD: T. D. Reid (1.6 Brabham FVA BT23) 53.23 secs

Class winners: P. Spear (1.0 Hilman Imp), 59.91 s; J. McClements (1.3 Riley Elf), 60.8 s; J. Graham (1.8 Ford Anglia t/c), 63.8 s; E. Scott (1.3 MG Midget), 75.1 s; J. A. Phillips (1.4 MG Midget), 59.95 s; T. D. Reid and S. McCutcheon (850 Mini), 48.54 s net.

● Bob Rose pulled the wool over the eyes of the single-seater boys at Curborough on Sunday when he set BTD in his 4wd Elva-Buck. During an afternoon of contrasting weather, varying from brilliant sunshine to torrential rain, the Owen Organisation MC ran their Graham Hill Trophy, an event spoilt somewhat by the lack of really quick cars and a monopoly of Minis. Steve Thompson (Lola T60 t/c), Derek Lawrence (FF Titan Mk 4) and Rose were obviously the main contenders for the top honours and thus proved the case with Thompson following Lawrence in the big single-seater class, while Rose set BTD at 37.9 secs.

The treacherous conditions gave numerous competitors exciting moments and if any record exists at Curborough for off course excursions it must have been equalled in this event. Of the saloons, John Bloxham (Escort TC) gave best value for money, bringing rallying techniques to sprinting with spectacular but time-consuming antics. The Mini brigade were numerous and performances varied from poor to W. Cole's very creditable 39.8 secs.

BTD: B. Rose (3.5 Elva-Buck Mk 8S 4wd) 39.6 s

Class winners: J. Morris (1.5 Ford Cortina GT), J. Parsons (1.8 Ford Lotus Cortina), B. R. Jones (1.0 Mini-Cooper S), A. Taylor (1.3 Mini-Cooper S), W. Cole (1.0 Mini-Cooper), B. Kenyon (1.3 Austin-Healey Sprite), H. S. Shepherd (3.8 Jaguar E), K. Campbell (1.5 Special), B. Newman (1.0 Viper), D. Lawrence (1.6 FF Titan-Ford Mk 4).

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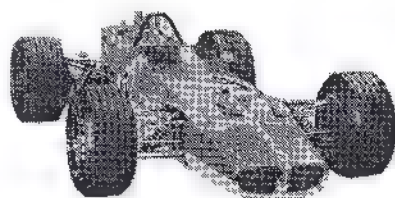


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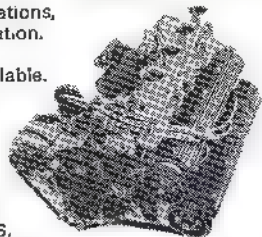
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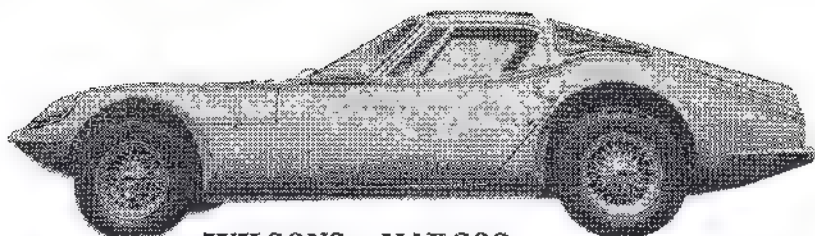
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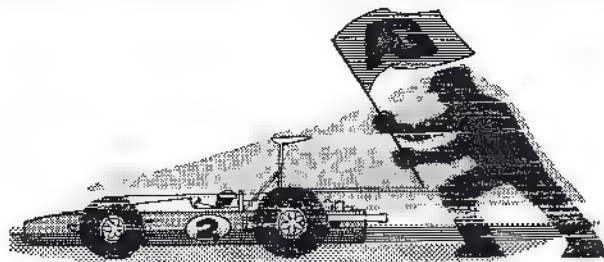
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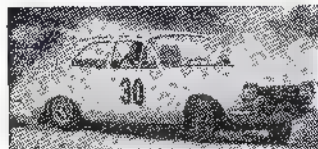
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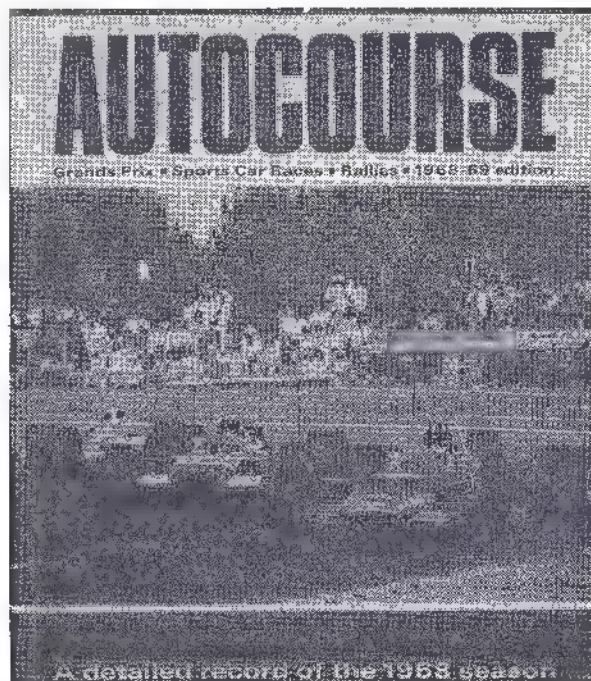
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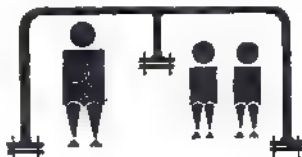
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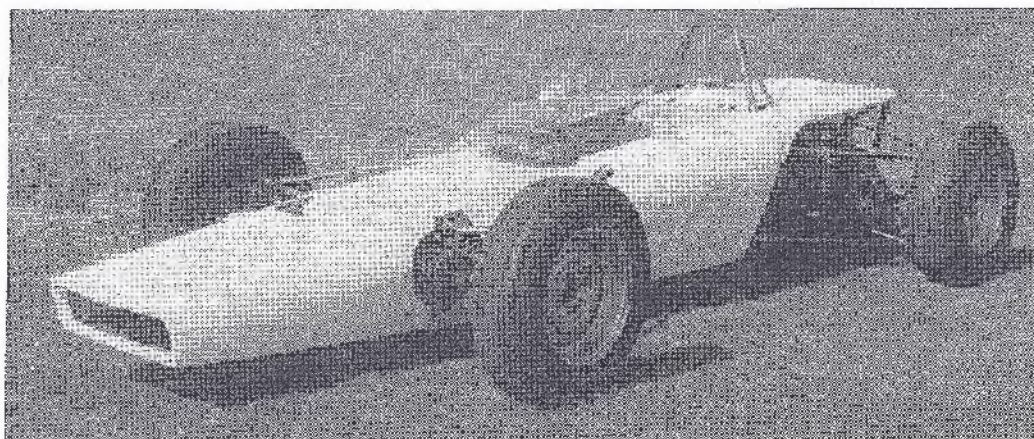
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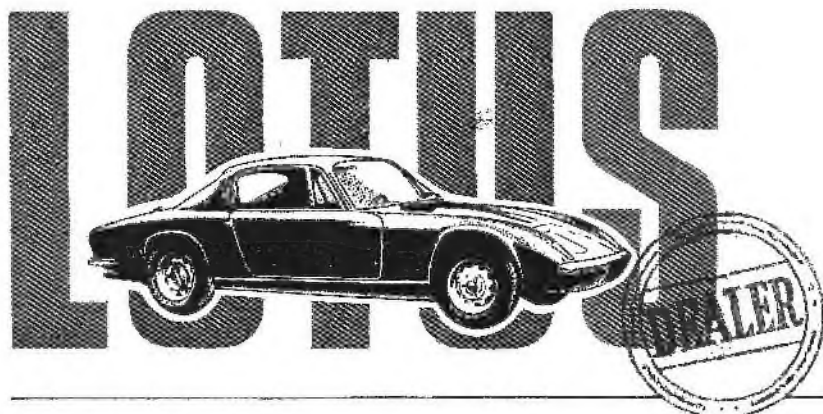


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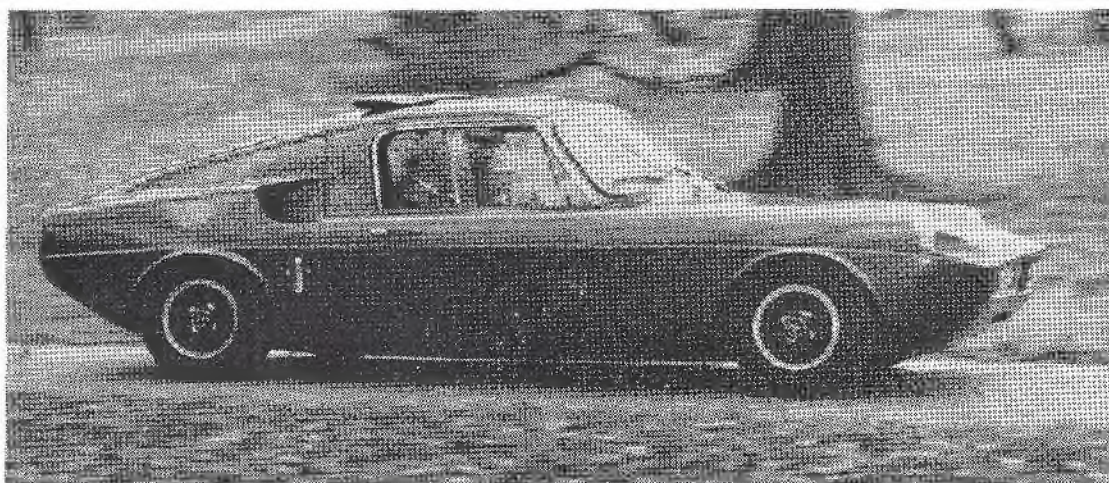
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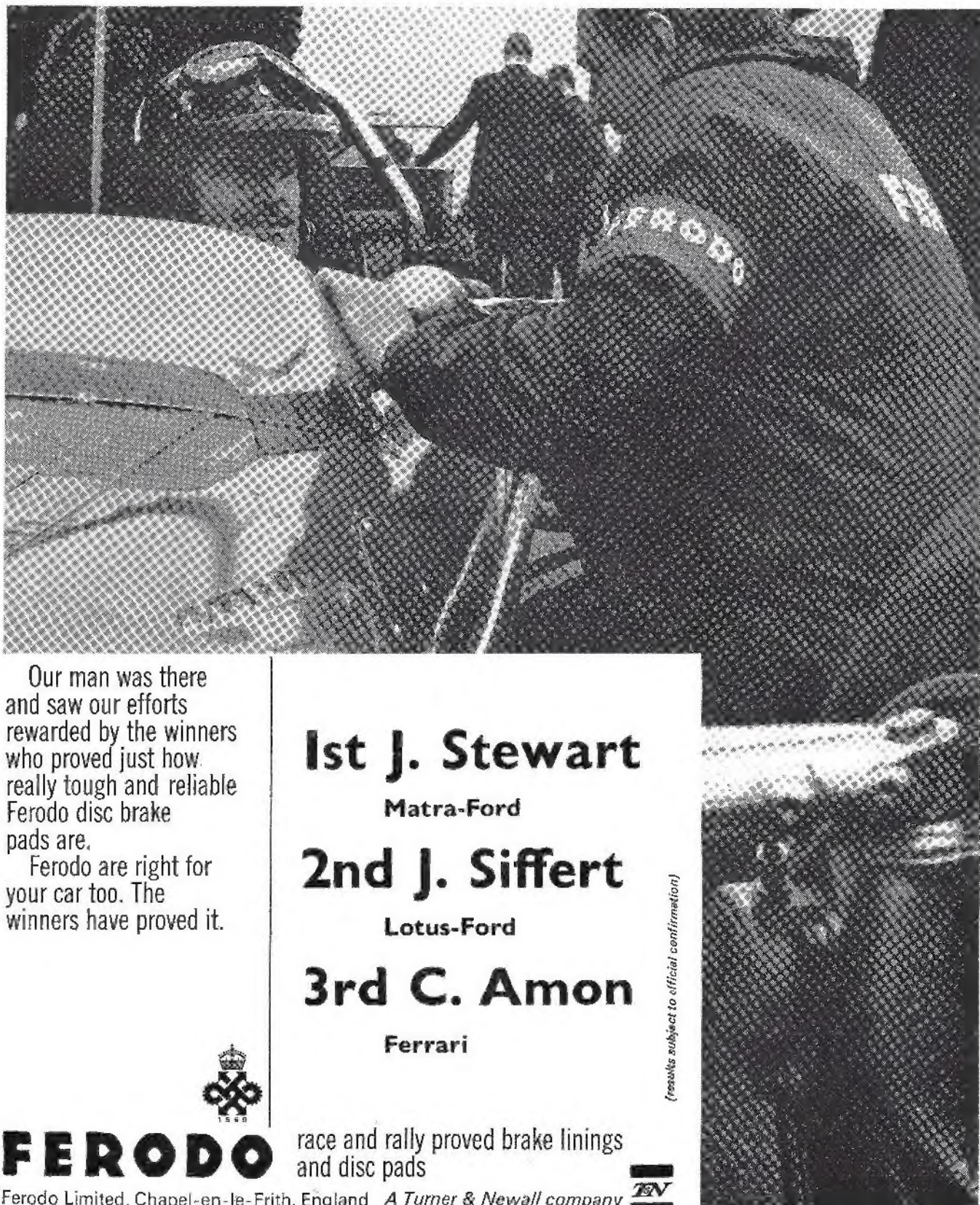


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